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The Northern Pacific.

HISTORY OF ITS MANAGEMENT—ITS LAND GRANTS, BONDS AND STOCKS—REORGANIZATION IN 1875—THE VILLARD SUIT AND FACTS PRESENTED BY IT.

A valuable history of the Northern Pacific Railroad, and of much interest just at present can be made up from the documentary evidence to be used in the suit of Henry Villard to annul the recent issue of 180,000 shares of the common stock of the company. The Times has recently published much of the evidence from which a connected story is made as follows: Congress chartered a line of railroad and telegraph from a point on Lake Superior to Puget Sound, with the right to construct a branch to Portland, Oregon, under the name of the Northern Pacific Railroad Company. To aid in the construction of this line lands were granted to the amount of 10 sections per mile on each side of said road in the States, and of 20 sections per mile on each side in the Territories, the land thus granted amounting to nearly 47,000,000 acres. J. Gregory Smith, of St. Albans, Vt., and his associates, who procured this charter, were at an expense therefor of \$102,000 in cash. In order to provide for the building and development of the road, the enterprise was divided into 12 shares of \$8,500 each, by an agreement made Jan. 10, 1867. These shares were distributed as follows: J. Gregory Smith, 4½ shares; W. B. Ogden, 1½ shares; and 1 share each to R. H. Burdell, D. N. Barney, R. H. Barney, George W. Cass, J. Edgar Thomson, and Edward Reilly. It was mutually agreed by these subscribers that the best efforts of each and all should be given to obtain from Congress the passage of a bill granting aid to the company for construction purposes, and each party, it was agreed, should contribute, according to his interest, the necessary funds for that purpose, provision being made that not over \$12,500 should be assessed on a single share. Having thus secured control of the charter, the syndicate, on May 20, 1869, made an agreement with Jay Cooke & Co., of Philadelphia, by which that banking firm became the Northern

Pacific's sole fiscal agents. The 12 original shares were increased to 18, the additional 6 being assigned to Jay Cooke & Co. The capital stock of the company it was agreed should be appropriated as follows: The representatives of the 18 shares should subscribe for \$80,000,000, an equal portion to each share, which should be issued in full paid-up stock. Each of the 18 shares was to receive \$124,500 immediately, and \$54,000 additional was to be issued to each share as often as 25 miles of railroad were constructed, and the residue of the capital stock, \$10,999,000, was deliverable to Jay Cooke & Co., and as often as the fiscal agents sold and placed to the credit of the company the proceeds of \$1,000 of stock the agents themselves were entitled to receive \$200 of the same stock.

Bonds of the company were issued to the amount of \$100,000,000, payable in 30 years in gold, bearing interest at the rate of 7 3-10 per cent per annum. These bonds were secured by a first mortgage upon the railroad, its lands and property. Claims against the company, including the moneys expended by the original shareholders, were paid in these first mortgage bonds at 88 cents on the dollar, with interest. This first agreement with Jay Cooke & Co. was supplemented Jan. 1, 1870, in that the 18 shares were increased to 24, the extra 6 to go to Jay Cooke & Co., and to be paid for as were their first 6. In consideration of this and other arrangements, and to facilitate construction, it was stipulated by Jay Cooke & Co. that \$5,000,000 should be raised by subscription within 30 days for the immediate use of the company; the fiscal agents also agreed to pay the drafts of the syndicate from time to time to the extent of \$23,175 as security. As collateral Jay Cooke & Co. had transferred to their account one-thirtieth part or share in the Northern Pacific Railroad Association.

But Jay Cooke & Co. became bankrupt, and it was necessary to determine upon a plan for the re-organization of the company. At a general meeting of the bondholders held March 18, 1875, a committee was appointed to consider this matter and recommend a plan. This

committee consisted of Johnston Livingston, J. N. Hutchinson, William McKnight, John M. Denison, Abner Coburn, William Windom, and George Stark. On April 16 preceding the United States Circuit Court had appointed a Receiver for the company. The order making this appointment was given under proceedings brought by the Trustees of the Northern Pacific bondholders. On May 12 following the court granted a final decree under which the road and all its property were directed to be sold for the benefit of the bondholders. This decree was in accordance with the desire of the committee. They reported that they considered this "an arrangement between all parties in interest which shall satisfy every equity, avoid tedious litigation, and secure the extension of the road. This extension is indispensably necessary to restore value to your investments."

The bondholders subsequently held a meeting at which the plan recommended was adopted. That plan proposed that Johnston Livingston, of New York; Frederick Billings, of Woodstock, Vt.; George Stark, of Boston; William Thaw, of Pittsburg; J. N. Hutchinson, of Philadelphia, and John M. Denison, of Baltimore, be appointed a committee to attend the sale of the railroad and its property, with a view to purchase the same and take title therefor, to assume the management of the road after purchase, and attend to the issuing of bonds and stock, and do all things necessary to place the railroad and property again under the control and management of a Board of Directors to be elected by the preferred stockholders. Other detail matters were provided for, and it was arranged that preferred stock should be created and issued to the amount of \$51,000,000, the entire stock of the company, preferred and common, being \$100,000,000. This preferred stock was to be entitled to dividends not exceeding 8 per cent per annum, as the net earnings might suffice to pay. After and during the time the income of the road was sufficient to pay the 8 per cent dividend on both preferred and common stock, the surplus was to be divided on both alike per share, according to the number of shares issued of

each. Common stock was to be issued to the amount authorized by the charter, less the \$51,000,000 preferred. "Certificates of this stock," was the verbiage of the plan adopted, "shall be issued to holders of, or to those now entitled to, certificates, share for share, and the residue ratably to those originally entitled thereto or their assigns."

The purchase of the road and its property was made Aug. 12, 1875, by the committee, in accordance with the provisions of the "plan." The price paid was \$100,000. There was at this period 550 miles of road in paying operation, substantially free from debt, and attached was a domain of nearly 10,000,000 acres of land. In an official statement of the Northern Pacific Railroad Company made July 16, 1879. President Billings enumerates the proportion of preferred and common stock of the company as recognized by the management: Preferred, 438,000 shares, 72,000 shares of preferred having been extinguished by exchange for lands; common, 490,000 shares. Of the 490,000 shares of the common the President's report states that there were entitled to be issued 299,526 shares, and of this amount 283,844 shares had been issued, and 15,682 shares were then being issued. The remaining 190,474 shares of this common stock, regarding the issuance of which, or a portion of which, the present litigation has arisen, were to be issued. It was at this time that the Northern Pacific Railroad Company made application to have the entire amount of its preferred and its common stock (including the residue of the common stock) placed on the regular list of the New York Stock Exchange. In his annual report to the stockholders at the annual meeting, Sept. 24, 1879, President Billings said: "Of the 490,000 shares of the common stock there were entitled to be issued 299,526 shares, and which are nearly all issued. The remaining 190,474 shares of the common stock are to be issued, according to the plan of reorganization, to the numerous owners of the old proprietary interest, as the road progresses."

Pork Packing in the West.

THIRTY-SECOND ANNUAL STATEMENT OF THAT INDUSTRY BY THE CINCINNATI PRICE CURRENT.

The history in the past year of the pork packing industry in the West, beginning on the first of March, 1880, shows that there were indications of liberal supplies of hogs for the spring and summer markets, exceeding corresponding time in the previous year, and also indicating that the deficiency in numbers packed during the winter of 1879-80, compared with the preceding winter, would be made up by May, in the increased supply. This view of the case, which we took as early as January, and which we urged upon the consideration of the trade, was verified by the results. The winter had been exceptionally favorable for stock, and the promise of good prices led farmers to the taking of good care of young swine.

The movement of hogs to market in the latter part of the summer season exceeded our expectations, and the quality of the stock marketed indicated that many farmers were putting their hogs into market earlier than they had intended, under the inducement of prevailing high prices,

and an encouraging outlook for better values for corn. Later events made it plain that a large number of hogs were marketed before November which were not calculated for market before that month.

THE SUMMER SEASON OF 1880

commenced with good promise of abundant supplies of hogs, and packing operations progressed more rapidly than the preceding year, or any previous season at corresponding time. On the first of May, at the end of the first two months of the summer season, there was an increase of 500,000 in the number of hogs packed as compared with the preceding year, and on the first of June the increase was about 840,000; this was increased to about 780,000 on the first of July and to about 1,075,000 on the first of August. On the first of September the packing was about 1,300,000 ahead of the corresponding date in 1879, and on the first of October the increase had reached 1,400,000, but during October the business was not so active as in the same month in 1879, and the summer season closed with a total packing of 5,823,898 hogs, against 4,051,248 in the corresponding eight months of 1879, showing an increase of 1,772,650 hogs. The six large cities made a gain of 1,050,078, of which 815,709 is credited to Chicago; St. Louis gained 80,000, and Cincinnati fell off 39,000, while Indianapolis increased to the extent of 140,000, and Milwaukee made a gain of 69,000. Cleveland packed 5,000 more than the preceding summer, Cedar Rapids 118,000 more, Kansas City 94,000 more and Atchison 52,000 more.

Prices of hogs in March were \$4 20@4 50 per 100 lbs. gross in the leading markets, ranging slightly lower in April, and about \$4 25 in May; in June about the same, and in July \$4 25 @4 50, and late in the month \$4 50@4 75; August \$4 75@5; September \$4 85@5 25, and in October reduced to about \$1 50@4 75. The average price was 75@85c per 100 lbs. gross higher or than during corresponding time in 1879.

Our returns show that the average gross weight of hogs in the summer of 1880 was 1.41 pounds heavier than in 1879, and the yield of lard 1.33 pounds per hog less. The production of lard was equal to 494,538 tierces.

THE WINTER SEASON OF 1880-81, beginning November 1, opened with hogs in the leading markets about \$1 per 100 pounds gross higher than a year before, but this difference was subsequently reduced considerably, and the average price paid during the winter at all points is about 46c. per 100 pounds gross higher than the preceding winter. Cold weather began about the middle of November, and the season continued favorable for slaughtering operations throughout the remainder of the winter. In our estimate of the probable supply of hogs available for the winter packing, published the first of December, we said: "There is not much in the present indications favoring any material change in the number of hogs for winter marketing, compared with a year ago, and an approximate estimate we deem it safe to suggest 7,000,000 head for the entire season." On the 1st of January our returns showed an increase in packing to that date of about 260,000, and the estimate for the season indicated a total of 7,080,000 to March 1. But the final figures have fallen about 110,000 below these estimates. Had Chicago returns of packing for the past winter sustained the same relation to the net supply of hogs at that point, as for the preceding winter, our final figures for the winter would not have varied 10,000 hogs from our first of January estimates.

The winter has closed with a packing of 6,919,456 hogs, or 30,995 less than the preceding winter, the average weight showing a reduction of 5.23 pounds per hog, and the total packing at the average weight of the preceding winter is equivalent to a reduction of 200,865 in number of hogs. The yield of lard is 85.65 pounds per hog, or .67 of a pound less than 1879-80.

The cost of hogs has averaged \$5 80 per 100 lbs. net, or \$4 64 gross, an increase of 58 cents net, or 46 cents gross per 100 lbs.

The production of mess pork has been 850,001 barrels, or 170,887 less than the preceding winter, and the total of barreled pork of all kinds amounts to 451,497 barrels, or 175,305 decrease for the season.

GENERAL SUMMARY OF PACKING IN THE WEST.

The packing in the West during 1880-81 compares with the previous year as follows:

WINTER SEASON.			
Nov. 1 to March 1.		1880-81.	1879-80.
Number of hogs packed		6,919,456	6,950,451
Average net weight, lbs.		207.71	212.94
Aggregate net weight, lbs.		1,437,252,661	1,480,068,518
Average yield of lard, lbs.		85.65	86.32
Aggregate pounds of lard		246,877,145	252,439,188
Tierces of lard, 330 lbs. each.		747,506	764,967
Av. cost of hogs per 100 lbs. net.		\$5 80	\$5 22
Aggregate cost of hogs		\$83,331,087	\$77,231,848
Mess pork made, bbls.		359,691	580,558
Other kinds of pork, bbls.		91,806	96,244
Total, all kinds pork bbls.		451,497	626,802
Hogs packed at interior points.		2,211,646	2,376,817
Number at six cities.		4,707,810	4,573,634

The total number is equal to 6,749,566 hogs at the average weight of 1879-80, equal to a decrease of 200,865 head.

SUMMER SEASON.			
March 1 to Nov. 1.		1880.	1879.
Number of hogs packed		5,323,898	4,051,248
Average net weight...		184.66	183.53
Aggregate net weight, lbs.		983,109,336	743,525,500
Average yield of lard, lbs.		80.65	81.98
Aggregate pounds of lard		163,197,754	129,580,672

TOTAL FOR TWELVE MONTHS.			
Year ending March 1.		1880-81.	1879-80.
Number of hogs packed		12,243,354	11,001,699
Aggregate net weight		2,420,361,997	2,223,594,018
Aggregate pounds of lard		409,874,899	382,019,860

PACKING AT THE SIX PRINCIPAL CITIES.
Number of hogs packed at the six large cities in the West, from November 1 to March 1:

NUMBER PACKED.			
		1880-81.	1879-80.
Chicago		2,781,064	2,525,219
Cincinnati		522,425	534,559
St. Louis		474,159	577,793
Indianapolis		388,763	364,021
Milwaukee		325,729	340,783
Louisville		215,670	281,259
Total		4,707,810	4,573,634

AVERAGE NET WEIGHT.			
		1880-81.	1879-80.
Chicago		212.55	222.77
Cincinnati		214.70	213.05
St. Louis		200.69	206.54
Indianapolis		187.22	186.37
Milwaukee		206.91	211.37
Louisville		208.80	202.50
Gen. ave.		208.94	214.81

AVERAGE YIELD OF LARD.			
		1880-81.	1879-80.
Chicago		37.94	40.59
Cincinnati		39.46	36.18
St. Louis		35.56	36.08
Indianapolis		28.48	25.73
Milwaukee		32.79	32.22
Louisville		32.12	29.80
Gen. ave.		36.46	37.16

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New York, Saturday, April 9, 1881.

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Centralization of Railroad Management.

Illinois, containing as it does nearly one-tenth of the entire amount of railroad in operation in this country, presents a good field in which to investigate the workings of railroads and the tendencies of the same. Especially is this so since railroad traffic is presented there in a greater variety of phases than in any other State. Covering such a vast extent of territory from North to South it sends not only its own wealth of agricultural products by many routes to the seaports, but it lies where much of the production of the farther West must seek a right of way for its Eastward course. While it possesses on its boundaries rare facilities for river and lake navigation, its great internal domain with its traffic commanding situation is a section where railroads have no important rivals in navigation and to their network of interests is left the working of the laws of railroad competition, probably in as unadulterated a form as it would be possible to find in any of the most important of railroad fields.

It is a well known fact that last year was conspicuously one in which the policy of consolidation was in active use and its workings were being practically tested. The centralization of management was a prominent feature

last year in the changes made among the railroads of Illinois. Thirteen railroads were sold to or incorporated with other organizations during the year ending June 30, 1880, in Illinois, with arrangements about completed for the consolidation or change in management of several others. With the railroads overcrowded with traffic and travel to an unprecedented degree and with a renewal of general prosperity and business activity and the consequent buoyancy of prices, those who are clamoring against consolidation might if ever have expected then to see an increase in freight charges or other prophesied burdens placed upon the people. In Illinois the average freight rate on twelve representative roads for 1876 was 1.81 cent per ton per mile; in 1877 and 1878, 1.53; in 1879, 1.40, and in 1880 it was 1.23 cent per ton per mile. During last year the passenger rates were also reduced, from 3½ and 5 cents per mile to 3 cents per mile on the leading railroads. On account of the improved management it was possible as it could not otherwise have been, to turn the activity of business to its best account and to nearly double the net earnings of the leading railroads even at the greatly reduced rates, while by the same means a number of Illinois railroads were saved from financial ruin, to the further benefit of commerce, the people and the State.

THAT the International Cotton Fair to be held in Atlanta next Fall can be made of great benefit to the South, seems to be fully appreciated by the enterprising projectors who are successfully pushing the enterprise, subscriptions for more than one-half of the necessary funds having been already obtained. The exposition will be held during the last three months of the year. Among the interesting features will be a model cotton factory in full operation, which it is proposed to erect on the grounds. There will also be displays of cotton from all parts of the world growing in the field, and of the latest improved machinery for its manufacture, including several new ideas for picking cotton, which promise to largely do away with the performance of the work by the fingers. The enterprise seems to have no lack of energy and enthusiasm bestowed upon it, and well carried out it will prove a practical demonstration of Southern manufacturing advantages and resources which will do much to draw to the South the capital and industries she most needs for her development and prosperity.

Philadelphia and Reading Accounts.

The ninth audit of the accounts of the receivers of the Philadelphia and Reading Railroad Company was filed by George M. Dallas, master, in the clerk's office of the United States Circuit Court, Philadelphia, on the 1st inst. The report embraces the financial affairs of the railroad and coal and iron companies for the month of February. The balance on hand February 1 was \$217,457 31; receipts during the month, \$2,381,

008 54; payments, \$2,244,333 53; balance on hand March 1, \$304,182 32. The actual receipts of installments on the deferred income bonds during the month, kept in a separate account, were \$109,427 22, making the total to March 1, \$265,-564 15. The accounts of the coal and iron company show a balance on hand March 1 of \$52,-997 27.

Illinois and Michigan Canal.

At an adjourned meeting of the Illinois and Mississippi River and Canal Improvement Company, held at Rock Island, Illinois, on the 1st inst., arrangements were made for a northwestern convention to be held in Davenport, Iowa, on the 25th of May, and a committee was appointed to make preparation for the same. The call, when issued, will invite each Governor of a Northwestern State to appoint 10 delegates, each Board of Trade 5, and each farmers' club 3, to attend this convention. All State officers, United States Senators and Congressmen will be invited. Secretary Windom has already promised to attend if possible. A long list of noted public men will be especially invited. The call will state the object of the convention to be an appeal to Congress for a speedy extension of the Illinois and Michigan Canal to the Mississippi River, by way of Hennepin, for the purpose of opening an all-water route from the Upper Mississippi to Chicago, the lakes, and the Erie Canal. The City of Davenport and Rock Island, by a vote of the Boards of Aldermen, have each appropriated money to pay the expenses of the convention.

Mexican Southern Railroad.

The Mexican Southern Railroad, of which Gen'l Grant was recently elected President, is to start at Anton Lizardo, a harbor 15 miles south of Vera Cruz, and run by way of Tuxtlapec and Oaxaca across to Huasteco on the Pacific, a distance of 503 miles. The estimated cost of the road is put at \$30,000 a mile, or a total of \$15,-150,000. As the Mexican concession proposes a narrow-gauge line, this estimate may not be excessive; but \$30,000 a mile for a road in a new country, which is to cross at least one pass at the city of Oaxaca at a height of 5045 feet above the ocean, and will probably have other higher points to surmount in passing over the Mexican Cordilleras, is certainly not an extraordinary estimate. The concession granted by the Mexican Government gives the option of building the line on a standard gauge, and as the new road is to connect on the north with the Vera Cruz Railroad, and on the south with the Tehuantepec line, the new road will probably be built from the start on the standard gauge. The road, it is said, will run through the most fertile and best developed section of Mexico.

American Steamship Co.

At the annual meeting of the stockholders of the American Steamship Company, held in Philadelphia on the 4th inst., the directors submitted the tenth annual report of the transactions of the company, for the year ending December 31st, 1880. During this period the four steamships accomplished 35 voyages. The receipts from freight were \$554,952 90; passengers, \$384,351 81; miscellaneous sources, \$3,680 13—total receipts,

\$912,984 84. The disbursements were: for operating expenses, \$780,759 39; expenses of agencies at Philadelphia, New York, Liverpool, Chicago, &c., \$66,171 27; advertising, \$17,043 46; wharf expenses at Philadelphia and Liverpool, \$12,726 28; expenses of general office, \$6,072 88; extraordinary expenses, \$78,107 71; interest paid on mortgage bonds of the company, \$89,610—total expenditures, \$1,000,494 99; showing a deficit for the year of \$57,510 15.

Personal.

F. J. McWade has been appointed general baggage agent of the Pennsylvania Railroad in place of C. R. Clement deceased.

Colonel Sidney B. Jones has been appointed General Southern Traveling Passenger Agent of the Panhandle Company.

Mr. Stickney, Superintendent of the Canada Pacific Railway, was expected in Montreal this week, on business connected with the transfer of the finished portion of the line to the Syndicate.

The cost of the three brown stone houses being erected on Fifth Avenue by William H. Vanderbilt is said to be over \$1,500,000. A \$400,000 house is also being built by William K. Vanderbilt.

Abram S. Hewitt presided at a banquet recently given in this city to S. G. Thomas, the Englishman who made the important improvement on the Bessemer steel process.

James Buell, formerly president of the Importers and Traders Bank and of the United States Life Insurance Company died in this city on Monday. Mr. Buell was one time Secretary of the Bankers' Association and a director of the Fifth Avenue Bank.

Mr. Everts, Mr. Thurman and Mr. Howe, representing the United States in the Monetary Conference, sailed for Liverpool in the Arizona Tuesday. Henry F. Gillig of London was also among the Arizona passengers.

Mr. Senecal, manager of the Occidental Railway, and Mr. Chaffee, manager of the South Eastern, of Canada, are in the city this week, to make arrangements in favor of the Occidental in regard to western trade.

At a meeting of the Directors of the Western Union Telegraph Co., April 2, Cornelius Vanderbilt resigned as a director, and Gen. Eckert was made a member of the Executive Committee, in place of S. F. Barger, resigned.

Alvin Bronson died in Oswego, April 2d, in his ninety-eighth year. Mr. Bronson was formerly a member of the firm of Bronson & Crocker, who nearly fifty years ago carried on a large commercial business on the lakes. He was one of the projectors of the Oswego Canal.

The resignations of William H. Vanderbilt and Samuel F. Barger from the Directory of the Western Union Telegraph Company, were accepted at a meeting of the directors March 26. Frederick L. Ames, of Boston, was elected to fill one of the vacancies, the other being left open until a future meeting.

Mrs. Emily J. Kiernan, wife of John J. Kiernan of the Wall Street Financial News Bureau, died in Brooklyn on Saturday, March 26th. Mrs. Kiernan was an active worker and a liberal subscriber for the support of charitable institutions, being widely known throughout Brooklyn for her generous acts of charity. She died of pneumonia after an illness of less than three weeks.

J. C. Anderson, who has been connected with the Midland Railroad of New Jersey for a term of years, and for the last three years the General Freight and

Passenger Agent, with office at 93 Liberty street, has accepted a like position with the New York, Ontario and Western Railway Company, with headquarters since April 1st at Middletown, N. Y. He succeeds Mr. Thatcher who goes as Treasurer and Auditor of the Frontier division of the Mexican National Railway Company.

A dispatch from Springfield, Mo., April 3, to the St. Louis Republican, says: P. F. Galt, for the past three years auditor of the S. and W. M. railroad at this point, has resigned the office and accepted an official position with the Oregon Navigation and Transportation company at the solicitation of Mr. T. F. Oakes of that corporation. Mr. Galt left this morning for his new field of operations in Washington territory and carries with him the regard and best wishes of many friends in this city.

A. A. Hayes, Jr., secretary of the Brush Electric Light Company, delivered a lecture Tuesday evening, on "New Journeys Round the World," at the Railroad Reading Room in the Grand Central Depot under the auspices of the Railroad Branch of the Young Men's Christian Association. Among the audience were Cornelius Vanderbilt, C. M. Bissell, superintendent of the Harlem Railroad, J. R. Collins, general freight agent of the New York and Harlem Railroad, and F. A. Haskell, general agent of the New York Central and Hudson River Railroad.

Hocum Hosford, manager of the Boston and Lowell Railroad died at his residence in Lowell Tuesday, after a long illness of a rheumatic nature. Mr. Hosford was elected to the position of manager of the Boston and Lowell Railroad and branches in 1875, after having been on the board of directors for many years. He was formerly Mayor of Lowell and had been for many years prominently identified with important manufacturing and business enterprises being esteemed as one of the representative men in the business and social circles of that city.

Among the many forms of invitation issued April 1st in honor of that historical day is one said to have been sent out by a passenger agent of the Hoosac Tunnel Route, to about 1500 personal friends to join in an excursion trip from Chicago to Boston and return. Among the hospitalities mentioned in the invitations are the following, which in their character remind one of the liberality that the lamented Mr. Sothern used to incorporate in somewhat similar invitations. "A ball-room car will be attached to the train, and some of the best theatrical talent has been engaged for performances when no balls are in progress and the stage unoccupied by the three fine bands provided. The train will pass through the Niagara Falls tunnel, and on the way the visitors will inspect the electric locomotives in the shops."

Official circulars have been received announcing the resignation of Colonel W. L. O'Brien and Mr. F. R. Myers and the appointment of Mr. E. A. Ford as General Passenger and Ticket Agent of the Pennsylvania Company, with headquarters at Pittsburg. Circular No. 2 by Mr. Ford, announces Henry Monett as Chief Assistant General Passenger Agent, Pittsburg; C. C. Cobb, Assistant General Passenger Agent, Cincinnati, and C. W. Adams, Assistant General Passenger Agent, Chicago. Circular No. 4 by Mr. Ford, referring to circular Nos. 2 and 3, says: Henry Monett, Chief Assistant General Passenger Agent, Pittsburg, will have immediate control of all clerks in the General Passenger and Ticket office, and they will report to him for instructions. He has authority to conduct local and general correspondence; issue instructions to all subordinates in regard to passenger rates, tickets and the various matters pertaining to passenger business, using the signature of the General Passenger and Ticket Agent, or his own, as circumstances may seem to require. No one but Mr. Monett will be allowed to sign the name of the General Passenger and Ticket Agent to any document whatever, except upon special authority. When the General Passenger and Ticket Agent is absent from Pittsburg, Mr. Monett will represent and act for him. C. W. Adams, Assistant General Passenger Agent, Chicago, will have immediate charge of the various matters pertaining to passenger business west and northwest of Chicago, including Chicago and Logansport, and all territory tributary to this company's lines via Chicago or via Logansport, except the business controlled by the agent of the Chicago, Cincinnati, Indianapolis and Louisville pools. C. C. Cobb, Assistant General Passenger Agent, Cincinnati, will have immediate charge of the various matters pertaining to passenger business south of the Ohio and east of the Mississippi rivers (including Texas) and in the territory east of Indianapolis, south of Logansport and west of Newcomerstown, including the cities of Cincinnati, Columbus, Dayton and Indianapolis.

Organization.

Articles of incorporation of the Boulder Mining and Improvement Company have been filed in the office of the clerk of New York County. Capital stock, \$10,000, divided into 100 shares. Trustees, Alfred L. Rowe, James E. Chandler and Charles H. Young.

The Indianapolis Car Works Company has filed articles of incorporation in the Recorder's office of Marion county, Indiana. The capital stock is \$100,000, and Charles S. Millard, W. R. McKeen and Wm. B. Howard are directors.

Articles of incorporation of the Terre Haute and Merom Railroad Company were filed with the Secretary of State of Indiana on the 1st inst. The object is the construction of a narrow gauge railroad from Terre Haute to Merom, Sullivan county, a distance of thirty-five miles.

At the annual election of directors of the Long Beach Improvement Company, held in Hartford, on the 2d inst., the following board was elected to serve for the ensuing year: Conrad N. Jordan, F. D. Tappan, E. K. Goodnow, Washington Lee, Lewis A. Hall, F. H. Smith, W. M. Laffan and Thomas M. Foote.

The directors of the American Steamship Company, elected on the 4th inst., are Henry D. Welsh, President; John Price Wetherill, D. B. Cummins, N. Parker Shortridge, Strickland Kneass, William D. Winsor, G. B. Roberts, Geo. N. Allen, Henry C. Butcher, J. N. Dubarry, Joseph W. Lewis. Mr. Robert W. Smith was continued as Secretary and Treasurer.

The Indiana Coal and Railway Company has filed articles of incorporation at the office of the Secretary of State in Indianapolis. This company proposes to build a railroad from Terre Haute, through the counties of Vigo, Clay, Omer, Monroe, Brown and Bartholomew to Columbus, in the latter county, a distance of eighty miles. The capital stock is placed at \$1,500,000.

At the recent annual meeting of the Franconia Railroad Company the following officers were elected: President, Cyrus Eastman; Directors, Eleazar B. Parker, George B. Redington, J. A. Dodge, Henry L. Tilton, Chas. H. Greenleaf, Samuel Bell; Treasurer, Henry L. Tilton; Clerk, E. C. Stevens; Additional Corporators, J. Thomas Vose, Peter Butler and Benjamin H. Corning.

The following gentlemen have been elected directors of the Second Avenue (N. Y.) Railroad Company for the ensuing year: William S. Thorn, Samuel Willets, Adolphus Hamilton, Waldo Hutchins, Peter Schneider, James Everard, James D. Fish, George Bell, Robert Willets, Julius Wadsworth,

Henry K. Sheldon, C. Schwarzwelder and M. Mattson.

The stockholders of the Long Beach Improvement Company have elected a new Board of Directors, consisting of the following gentlemen: Conrad N. Jordan, F. D. Tappan, E. K. Goodnow, Washington Lee Lewis, A. Hall, F. Hopkinson Smith, Thomas M. Foote, and W. M. Laffan. Mr. Smith was re-elected, President of the company, and Mr. W. M. Laffan Managing Director.

Articles of incorporation have been filed with the Secretary of State of Wisconsin for the incorporation of the Minneapolis, St. Paul, and Sault Ste. Marie Railroad Company, the intention being to build a line of railroad from Abbottsford to some point in Oconto County not yet decided on. The capital stock is to be \$15,000 per mile of road actually built. The incorporators are Charles L. Colby, Edwin H. Abbot, Fred N. Finney, James L. Colby, and Howard Morris, all of Milwaukee.

At a meeting of the stockholders of the Chicago, Burlington and Quincy Railroad Company, held in Chicago on the 30th ult., the following board of directors were elected: J. M. Forbes, Sidney Bartlett, Chas. J. Paine, T. J. Coolidge, J. L. Gardner, Jr., W. Endicott, Jr., Edward Bangs, J. N. A. Griswold, Peter Geddes, Wirt Dexter and Chas. E. Perkins. Wirt Dexter is elected in place of Jas. M. Walker deceased.

Articles of incorporation have been filed in Denver of the Boulder and Denver Air Line Railway Company, which proposes the construction of an air line railroad between Boulder and Denver. The proposed route is to run via Marshall to an intersection with the Denver, Western and Pacific road at or near the point known as Buffalo Hill. The capital stock of the company is \$300,000, divided into 3,000 shares of \$100 each.

At a meeting of the Iron Steamboat Company on the 4th inst., John Roach, Rufus Hatch, William Cramp, R. Cornell White, and J. C. Ferguson resigned from the Board of Directors, and Sidney Dillon, G. M. Dodge, George F. Baker, John H. Hall, and G. P. Morosini were elected directors to fill the vacancies. A. R. Whitney was elected Vice-President. The board authorized the President to take immediate steps for establishing a line of the iron steamers to Rockaway, and also a night line to Albany.

The stockholders of the International and Great Northern Railroad Co., at their annual meeting in Palestine, Texas, on the 4th inst., elected the following officers for the ensuing year: Directors, Jay Gould, Samuel Sloan, S. W. Pearsall, W. W. Phelps, of New York; R. S. Hayes, H. M. Hoxie; D. S. H. Smith, of Palestine; James A. Baker, F. A. Rice, of Houston; President, R. S. Hayes; First Vice-President, S. W. Pearsall; Second Vice-President and General Superintendent, H. M. Hoxie.

At a meeting of the stockholders of the Panama Railroad Company, held in this city on the 4th inst., T. W. Park, John R. Marshall, Charles G. Franklyn, D. O. Mills, J. G. McCullough, Joseph Ogden, William B. Dinsmore, Samuel C. Thompson, George Garr, Charles D. Laverich, George A. Hoyt, Thomas Madcock, and Christopher Meyer were re-elected Directors to serve for the ensuing year. The officers are: T. W. Park, President; J. G. McCullough, Vice-President; W. J. Emmett, Secretary and Treasurer; E. Z. Penfield, Accountant.

At the recent annual meeting of the stockholders of the Megantic Railway in Bangor, Me., the amended charter was accepted and a company organized under the name of the International Railway Com-

pany with the following officers: John H. Pope, President; Noah Woods, E. R. Burpee and F. A. Wilson, all of Bangor; William B. Ives, T. S. Morey and Donald McFee, all of Sherbrooke, Que., directors; James F. Rawson, Secretary; C. F. Woodward, Treasurer. The President and Messrs. Ives and McFee were appointed Construction Committee. The location of the line will be commenced as soon as the weather will permit.

A company, consisting of Hamilton Disston, William C. Parsons, William L. Elkins, John L. Hill, Edward W. Keene, Albert B. Linderman, William H. Wright, Robert E. Rogers, Samuel H. Grey, William S. Stokely, E. A. Protois, A. P. K. Safford, and J. Coryell, has been formed, and a charter obtained from the State of Florida to construct a ship canal across the State. The route will be by the way of the Caloosahatchee River, Lake Okeechobee, and thence to the Atlantic Ocean at or near the mouth of the St. Lucie River. Capital \$30,000,000. This is substantially the same company having the contract with the State to drain Okeechobee Lake. The advance surveying parties leave this city to-morrow for the Everglades.

Railroad Earnings.

The earnings of the Central Pacific Railroad for March were, \$1,643,000; March, 1880, \$1,373,438; increase, \$269,562; first three months 1881, \$1,645,907; do. 1880, \$3,644,540; increase, \$1,001,367.

The gross earnings of the New York and New England for the month of February, were \$173,614 77; operating expenses, \$151,422 00; net earnings, \$22,192 77.

The earnings of the Great Western Railway of Canada for the week ending March 25, were \$110,787, an increase of \$1,241 over those of the corresponding week last year. The aggregate increase for the months of January, February and March to the 25, over that of the earnings for the same time last year were \$37,992.

The earnings of the Grand Trunk Railway for the week ending March 26, were \$217,488; for corresponding week 1880, \$209,882; increase \$7,606. The aggregate increase for 13 weeks of the year over same period last year were \$115,975.

The earnings of the Indiana, Bloomington and Western Railway for week ending March 23, were \$26,569 10; corresponding week last year, \$37,834 41; decrease, \$11,265 31. The road suffered from a two days snow blockade this year, in the week reported above.

The Denver and Rio Grande Railway earnings for the fourth week of March, were \$168,464; same week last year, \$61,972; miles operated this year 551, last year 337.

The aggregate earnings of the Flint and Pere Marquette Railroad for January, February and March, were \$414,850 80; same month last year, \$375,029 70; increase, \$39,821 10.

The gross earnings of the Denver and Rio Grande Railway for the three months ending March 31, 1881, were \$1,023,650, against \$421,345 for the corresponding period of the previous year—an increase of \$602,305. Miles now operated, 551; operated last year, 337.

The gross earnings of the Northern Pacific Railroad Company on 722 miles of road from

July, 1880, to February, 1881, inclusive, were \$1,843,889 52; same months in 1879-'80 (same mileage), \$1,454,406 07; increase, \$389,483 45. The approximate earnings for March, 1881, were \$143,835; March, 1880, \$119,357 53; increase, \$24,477 47. Increase for the first eight months of fiscal year, \$412,960 92.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the four weeks ending March 3d, were \$320,962 46, as compared with \$261,797 52, for the same period last year; an increase of \$59,164 94. For the first three months of this year the earnings were \$784,631 66; same period last year, \$579,681 07; increase, \$154,950 59.

The Cincinnati Price Current has published its thirty-second annual report of pork packing in the West for the winter and year ending March 1, showing for the winter a total of 6,916,456 hogs packed, being 30,995 less than the preceding winter. The total for the twelve months is 12,243,354, an increase of 1,241,655. The winter's average is 207.71 pounds, against 212.94 pounds last year. The average yield per hog of lard is 25.65 pounds, against 32.62 last winter. The reduction in the number and weight during the winter is equivalent to 200,000 hogs of the average of a year ago. The amount of meat pork made during the winter is 859,691 barrels, a reduction of 170,867 barrels. The reduction in the production of lard is 5,762,043 pounds.

The Interlocking Switch and Signal Company recently purchased the works of the Jackson Manufacturing Company at Harrisburg. It has also bought the works of the Bidwell Plow Company, in Pittsburgh, where it will employ about 250 hands. Geo. Westinghouse, Jr., is President; C. T. Jackson, Vice President; A. T. Rowand, Secretary; D. W. Dickey, Treasurer; F. S. Gaerber, Engineer, and James Jenkins, Superintendent. A number of the men employed at Harrisburg will remove to Pittsburgh about the first of May.

Part of the Galveston, Brazos and Colorado narrow-gauge railroad was sold at Philadelphia on the 29th ult., under foreclosure of a mortgage for \$100,000 issued by the Guarantee Trust and Safe Deposit Company of the latter city. It was bid in for \$5,000 on account of the owners of the remainder of the property.

There is a possibility of a compromise in the suit of Henry Villard against the Northern Pacific Railroad Company. It is said that the leading holders of the stock in this city and Philadelphia will pool their holdings to prevent injurious action on the part of adverse parties.

The Michigan Central Railroad Company assumed control on the 1st inst. of the Detroit and Bay City Railroad, which will form a new division. Mr. S. C. Callaway, at present the General Superintendent, is to be the Division Superintendent.

The Toledo, Bellevue and Detroit Railroad Company has been incorporated with a capital of \$300,000.

The Philadelphia and Darby Railroad was sold at Sheriff's sale on the 4th inst.

Mexican Central Railway.

At the annual meeting of the stockholders of the Mexican Central Railway Company, held in Boston on the 4th inst., the reports of the President and Treasurer were presented and accepted. The former, after explaining causes of delay, and giving minor details of construction, says:

It is hoped that the Atchison, Topeka and Santa Fe system of roads will be completed to El Paso in May; and we expect to have a section of our line graded and ready to commence laying track in June. Engineers are at work locating our line from the Gulf of Mexico at Tampico to the Pacific via the city of San Luis. There has been ordered to Tampico two thousand tons of steel rails, with their fastenings, and it is expected to commence construction on that section at an early date. A force of engineers, under C. A. Sweet, Esq., chief of the party, are in the field making a reconnaissance between Laredo and our main line near Durango, after which the party will explore the country between Laredo or Camargo, and a point south upon the Gulf line in the State of San Luis Potosi. The government of Mexico has carried out faithfully the provisions of the concession, and treated the company with great fairness; and our relations with the government and the people of Mexico are harmonious. The absence of the General Solicitor in Mexico has delayed the completion of a report which is now being prepared, and which will contain all important legal documents, and a history of the enterprise to date. This report will be mailed to the stockholders at an early date.

From the Treasurer's balance sheet it appears that the total cost of road to date is \$1,491,006 97. The total deposit as guarantee to the Mexican Government, representing \$300,000 Mexican currency, is \$264,000, and the cash assets are \$312,755 79; making the total assets, \$1,971,362 76. The subscriptions, viz: 85 per cent of subscriptions to 1,270 blocks of \$1,250 each, less \$5,950 unpaid, amount to \$1,883,175. Total liabilities, \$1,971,362 76.

It was voted to fix the number of directors at nineteen. Of these, by the terms of the grant from the Mexican Government, two are to be named by that Government. The other seventeen are elected by the stockholders, who proceeded to ballot, with the following result: Thos. Dana of Boston, William Rotch of Boston, Warren Sawyer of Boston, Royal M. Pulsifer of Boston, William O. Taylor of Boston, Theodore Nickerson of Boston, Levi C. Wade of Boston, George B. Wilbur of Boston, Benjamin P. Cheney of Boston, Isaac T. Burr, of Boston, Thomas Nickerson of Boston, Robert R. Symon of New York, Charles J. Paine of Boston, Fred. L. Ames of Boston, Rudolph Fink of Mexico, Sebastian Camacho of Mexico, Ramon G. Guzman of Mexico. Of these, ten were chosen an Executive Committee, as follows: Thomas Nickerson, Thomas Dana, Fred. L. Ames, Isaac T. Burr, Warren Sawyer, Royal M. Pulsifer, William O. Taylor, Theodore Nickerson, Levi C. Wade, George B. Wilbur. The former by laws of the company were repealed, and a new set, which has been approved by the Mexican Government, was adopted. The meeting then adjourned.

Immediately after the adjournment, the directors met and organized as follows: President, Thomas Nickerson; Vice President, Robert R. Symon; Second Vice President, Levi C. Wade; Clerk and Treasurer, S. W. Reynolds; Assistant Treasurer, B. T. Leuzendar; General Solicitor,

Levi C. Wade; General Manager, Rudolph Fink; Auditor, J. H. Goodspeed.

Valley (Va.) Railroad.

The Supervisors of Botetourt county, Virginia, have agreed, on behalf of the county, to the transfer of the road bed and property and franchises of the Valley Railroad Company in that county to the Shenandoah Valley Railroad Company, or to any other company, in any way which may be agreed upon by the Valley Railroad Company, but upon these express conditions:

"That the county of Botetourt shall be forever released and discharged from any obligation to pay or deliver any part of the \$95,000 of bonds not yet delivered, and that the subscription herebefore made by this county of \$260,000 to the capital stock of the Valley Railroad Company shall be cancelled to the extent of said sum of \$95,000, and that this county shall hold for the \$105,000 of bonds heretofore delivered and paid \$105,000 of fully paid up stock in said Valley Railroad Company, without any further claims upon the county, and upon this further condition: That the company which may so acquire the property and roadbed and franchises of the Valley Railroad Company south from Lexington shall build and complete a line of railway from Lexington through the counties of Rockbridge and Botetourt to some point on the Atlantic, Mississippi and Ohio Railroad, in the county of Roanoke, within two years from the date of the acquisition by said company of the road-bed, property and franchises of the Valley Railroad south of Lexington, and upon this further condition: That the individual subscriptions made by the citizens of Botetourt county to the capital stock of said Valley Railroad Company, which are now unpaid, shall be released so far as unpaid."

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending March 26, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	93,764	2,082,685	1,931,438
Schuykill Canal....	4,070	4,070	88,041
Lehigh Valley.....	66,615	1,593,636	1,198,108
Del. Lack. & Western.	60,035	925,017	742,229
Shamokin Valley....	21,522	220,794	185,216
Central New Jersey.	68,747	883,146	666,073
United R. R. of New Jersey.....	21,478	355,450	225,171
Pennsylvania Coal..	16,950	235,097	162,196
Delaware and Hudson	57,786	821,061	703,838
Huntingdon & Broad			
Top Mt.....	11,363	108,168	99,185
Penn. and New York.	25,796	397,054	347,658
Clearfield, Pa.....	51,947	470,792	331,849

The total tonnage of anthracite coal from all the regions for the week ending March 26, as reported by the several carrying companies, amounted to 373,453 tons, against 359,400 tons in the corresponding week last year, an increase of 14,053 tons. The total amount of anthracite mined for the year is 5,771,319 tons, against 4,482,486 tons for the same period last year, an increase of 1,388,833 tons. The quantity of bituminous coal sent to market for the week amounted to 103,296 tons, against 27,138 tons in corresponding week last year, an increase of 76,158 tons. The total amount of bituminous mined for the year is 990,442 tons, against 784,994 tons for the corresponding period last year an increase of 205,448 tons. The total tonnage of all kinds of coal for the week is 476,749 tons, against 386,538 tons in corresponding week last year, an increase of 90,211 tons, and the total tonnage for the coal year is 6,761,761 tons, against 5,217,430 tons to same date last year, an increase of 1,544,331 tons. The quantity of coal and coke carried over the Penn-

sylvan Railroad for the week ending March 26th was 181,923 tons, of which 131,491 tons were coal and 50,432 tons coke. The total tonnage for the year thus far has been 2,053,873 tons, of which 1,491,421 were coal and 562,452 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended March 26 were 39,805 tons, and for the year 354,391 tons. The coal was carried as follows: Baltimore and Ohio Railroad—week 32,976 tons; year, 309,058 tons. Chesapeake and Ohio Canal—week, 2,477 tons; year, 8,674. Pennsylvania Railroad—week, 4,350 tons; year, 41,658 tons. The Reading Railroad coal shipments for last week, ending April 2, were 97,250 tons, of which 18,000 tons were sent to Port Richmond and 19,000 tons shipped thence, and 10,700 tons were sent to Elizabethport and 9,400 tons shipped thence.—[Phila. Ledger, April 4.

Pennsylvania Railroad.

Some remarks made by Mr. John Taylor, a banker and broker of London, on the occasion of the last annual meeting of the stockholders of the Pennsylvania Railroad Company, held at Philadelphia on the 8th of March, 1881, have attracted considerable attention in railway circles, and in some particulars the views expressed were of so original and common sense a character as to create a demand for their publication. Among other things said by Mr. Taylor are these:

I have taken and have a very great interest in the prosperity of this company.

I know in past years, when this company was subjected to great attack, I took a much more hopeful view than even some of the officers themselves of its condition and of its future. It has so happened that I have grown up in England with the railway system of that country.

I recollect going back to the primeval days of the first public railway in England, the Stockton and Darlington, so that I have taken an interest in railways apart from my business as a stock broker.

The officers of the company will bear me witness, if necessary, that when this company was the subject of great attack in the press, on our side and in the London market, I did render them some service, and helped to sustain them by my pen and by my voice. When your shares were forced down to that most unreasonable figure which they were some short time ago, I was able with my numerous clients, I think with some four or five exceptions, to hold them all true to their holdings in this company.

Yet I have some little criticism to pass upon the management of your company, and I am sure it shall be done in a friendly way. I had the offer of proxies, but I declined them, and the proxies of my own friends I sent, as I have done in previous years, to the Board. Therefore in what I am to say I am simply addressing the reason of the Board and the reason of the shareholders. There are one or two things in which you rather differ from our mode of procedure in England. In England a Board of Directors always announces beforehand what dividend they propose to recommend, but the declaration of that dividend is left in the hands of the meeting of shareholders. Here the Board have got it apparently in their own hands. It is only in the hands of shareholders to make suggestions. That announcement of the dividend is made somewhat in this form: "The account of the past year subject to audit will allow, say, a dividend of five and a half per cent, carrying forward a balance of twenty thousand pounds." The declaration of the dividend, whether it shall be five and a half, or five and a quarter, or five and three-quarters is entirely in the hands of the meeting. This simple declaration of the earnings of the company, and how they are disposed of, takes the place of a great deal of writing of reports.

We have that succinct account of what the railway has done, and what it is proposed to do with the money, and there we rest satisfied. Now we do not feel altogether satisfied in England with the dividends you have paid us in the past years, notwithstanding they are superior to anything we get for most of our own lines of railway.

I wrote a letter on this subject, and sent it to my friend of the "Ledger," and he was good enough to put it in his paper; but he added a few words, and suggested whether it was not better to have a regular six per cent dividend, without fluctuations, than a fluctuating dividend. My own feeling is that a regular six per cent dividend from a corporation earning what the Pennsylvania Road earns, is too monotonous for our tastes, and a six per cent dividend, with a variation of from eight to ten per cent, we think would be much better.

Now, I say that, without any increase of earnings on the basis of the earnings of 1879, there was sufficient to pay the dividend of seven per cent which has been declared in the past year. But the excess earnings for the past year are \$3,917,180, upon which we do not get a cent, and, in addition, we bring forward a balance of \$1,181,000 from last year.

Now, Mr. Chairman, the way we manage railway accounts in England is, that the balance brought forward from last year is the basis of the profit and loss account of the following year.

Quicksilver Mining Co.

The payment of interest on the preferred stock of the Quicksilver Mining Company was prevented by litigation, which lasted from 1870 until last year. In the meantime, four persons, named Jameson, Drake, Smith, and Cotting who owned a number of certificates of preferred stock, assigned them to two persons named Kemp and Marsden. Subsequently the four persons named assigned to Margaret Manning, as Administratrix, their claim to the interest upon the stock which had accrued up to the time they transferred the certificates to Kemp and Marsden. During the controversy respecting the rights of the holders of the preferred and common stock of the Quicksilver Mining Company, Mrs. Manning put in a claim for the accrued interest assigned to her. The claim was rejected, and she began a suit in the Supreme Court, making the Mining Company the principal defendant, with Messrs. Kemp and Marsden. The defendants demurred to her complaint, and the Special Term sustained the demurrer. Mrs. Manning appealed to the General Term, which, on the 1st inst., affirmed the decision of the lower court. The opinion of the General Term, written by Judge Daniels, says:

"The interest which had accrued at the time when the shares were assigned was simply an incident or accessory of the shares themselves. The right to it depended wholly upon the title to the shares, and as no moneys had been appropriated in any form for its payment, the authority to demand it was wholly dependent upon that title."

Atlantic, Mississippi and Ohio Railroad.

In the United States Circuit Court, Richmond, Va., on the 4th inst., Judges Bond and Hughes presiding, the report of M. F. Pleasants, the Master who conducted the sale of the Atlantic, Mississippi and Ohio Railroad, was presented, and Judge Shipman, counsel for the English bondholders, asked the Court to confirm the sale. After a conference between the Court and counsel the form of an order of confirmation, including the manner in which the purchase money shall be

paid, was agreed upon. The order provides for the deposit of \$5,000,000 of the purchase money with the Union Trust Company of New York, and the balance, \$3,605,000, with the Fidelity Trust Company of Philadelphia, both subject to the order of the Court; and upon evidence being furnished of the said deposits having been made, a deed of sale is to be given to the purchasers, and the property handed over to them. The order was to have been formally entered on the 6th inst.

A prospectus has been issued in London of the Atlantic Express Steam Navigation Company, formed for the purpose of establishing an express line of steamers between Milford Haven and New York, by which it is anticipated the journey from London and the continent will be shortened by two days. The steamers will be specially constructed to convey between London and New York first-class passengers, mails and perishable cargoes within seven days. The capital is placed at £2,500,000, of which it is proposed to issue first £1,700,000, in shares of £20 each. The new line will be especially adapted to the conveyance of fresh meat. It is proposed to contract for building five powerful steamers of 5,000 tons each, which it is anticipated can be commenced in fifteen months from the date of the allotment of shares. McGregor, Gow & Co., of the Glen line, have undertaken to act as general managers. The shares are to be called up within the next eighteen months.

The Supreme Court of Appeals of West Virginia decided on the 2d inst. the suit between the Pittsburg, Wheeling and Kentucky Railroad Company and the Baltimore and Ohio Railroad Company, involving the right of way for the former through the lower limits of the city to the village of Benwood in favor of the former company. In deciding the case the court held that the Baltimore and Ohio Company was a domestic and not a foreign corporation, and that Federal courts had no jurisdiction in the case. The court also held that the property of one railroad company not in actual use and necessary for the proper exercise of the franchise of the company may, under the general railroad law of the State, be condemned for the purposes of another railroad company.

Thomas McMahon, having entered a car on the Third Avenue Horse Railroad, at Fiftieth Street, this city, in July, 1878, he rode as far as Sixty-fifth street. There he purchased, at the depot, for 1 cent, a transfer ticket, which, on its face, was described as "good from Sixty-fifth street up to Yorkville and Harlem for a continuous ride." He did not continue on his way up town until some time later. The conductor of the car into which he then got refused to take the transfer ticket because he had not ridden continuously, and ejected him from the car. McMahon sued the railroad company and recovered damages in the Superior Court, and on the 4th inst. the General Term of the Supreme Court affirmed the judgment.

A company consisting of Hamilton Disston, William C. Parsons, William L. Elkins, John L. Hill, William S. Stokley and others, has been chartered by the Legislature of Florida to con-

struct a ship canal across that State. The route will be from the Gulf via the Caloosahatchee river and Lake Okeechobee to the Atlantic Ocean, at or near the mouth of the St. Lucie river, and the capital is fixed at \$30,000,000. This is substantially the company having the contract to drain Lake Okeechobee. The advanced surveying party left Jacksonville on the 6th inst. for the Everglades.

The Springfield Southern Railroad, which recently passed under the control of the Indiana, Bloomington and Western Railway Co., is 108 miles in length, running from Springfield, O., to Jackson, O., and an extension of the line to connect with the Chesapeake and Ohio Railway is contemplated. The road now has connections with the Little Miami division of the P., C. and St. L., Cincinnati and Muskingum, the Dayton and Southeastern, Scioto Valley and the Portsmouth branch of the Marietta and Cincinnati Railroad.

The stockholders of the Moshannon and Bellefonte and Snow Shoe Railroad Companies met at the office of the Pennsylvania Railroad Company in Philadelphia on the 5th inst., and approved the agreement of consolidation with the Bald Eagle Valley Railroad Company, the latter corporation owning a line from Tyrone to Lock Haven, which is operated by the Pennsylvania Railroad Company, and the two companies named are branches.

The annual meeting of the Catawissa Railroad Company was held in Philadelphia on the 5th inst. The road is operated by the Philadelphia and Reading Railroad Company, and the only report made was in relation to the payment of interest under the terms of the lease. There was a large increase in the business of the road during the past year as compared with that of the previous year. The election of officers will take place on May 2d.

The Chicago Times states that the Chicago and Northwestern Railway Company has decided to extend its line westward from Florence until it reaches the Agegebie country, thence north down the Iron River valley, so as to reach the Porcupine Mountain district, and thence along the shore to the port of Ontonagon.

At a meeting of the stockholders of the Pullman Palace Car Company, held in Chicago on the 2d inst., it was voted to increase the capital stock of the company from \$6,000,000 to \$8,000,000. Forty five thousand shares, or three-fourths of the entire stock, were represented.

The arrivals of immigrants at this port during the month of March were 29,708, against 21,094 during the corresponding month last year. For the quarter just ended the arrivals numbered 47,513, an increase over the corresponding period in 1880 of 12,868.

It is announced that the new management of the Norfolk and Western (late Virginia and Tennessee) Railroad will reduce passenger travel 1½ cents per mile, or to 8½ cents per mile, and freight and express in corresponding proportion.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin., Fitchb. & N. Rd:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1913		1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	
Alabama Great Southern:							2d Mortgage.....	547,500	7	"	"	1889	
1st Mortgage, 1878.....	1,000,000	6	Jan. & July.	New York.	1903		Consolidation Bonds.....	252,000	7	"	"	1890	
Receiver's Certif. of Ala. & Chat.	600,000	8	"	"	1882		Equipment Notes.....	628,000	7	June & Dec.	"	1896	
Albany and Susquehanna:							Bonds payable by lease to O. Col.	1,500,000	5	Apr. and Oct.	"	1910	
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888		Boston, Concord and Montreal:						
2d Mortgage, 1886.....	1,967,000	7	April & Oct.	"	1885		Sinking Fund Mortgage.....	621,000	6	Jan. & July.	Boston.	1889	
Albany Loan.....	933,000	6	May & Nov.	"	1919		Consol. Mortgage for \$2,000,000.	1,874,500	6	Apr. and Oct.	"	1893	
Consol. M. (guar. by U. & H. Co.)	2,820,000	7	April & Oct.	"	1906		Boston and Lowell:						
Alexandria and Fredericksburg:							Bonds of 1872.....	990,500	7	Apr. and Oct.	Boston.	1891	
1st Mortgage, 1865.....	1,000,000	7	June & Dec.	Philadelphia.	1896		Bonds of 1876.....	800,000	7	Mar. and Sept.	"	1895	
Allegheny Valley:							Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	
General Mortgage, 1860.....	4,000,000	7	Jan. & July.	New York.	1896		Bonds of 1879.....	620,000	5	"	"	1899	
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	1910		Boston and Maine:						
1st M., R. R., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1894		Bonds of 1893 (coup. and reg.).....	3,500,000	7	Jan. and July.	Boston.	1894	
Fund. Inc. 3d Lien (traf. guar.)	6,986,800	7	"	Pittsburg.	1894		Boston and New York Air Line:						
Alliance and Lake Erie:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	
1st Mortgage S. F., 1878.....	150,000	7	April & Oct.	New York.	1893		Boston and Providence:						
Ashabula and Pittsburg:							Bonds to purchase P. W. & B. R. D.	500,000	7	Jan. and July.	Boston.	1898	
1st Mortgage, 1879.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908		Brooklyn Elevated:						
Atchison, Colorado and Pacific:							1st Mortgage for \$1,500,000.....	1,203,000	6	Mar. and Sept.	New York.	1917	
1st Mortgage, guar. by S. & F. S.	16,000,000	6	P. M. A. & N.	New York.	1905		Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	550,000	7	Jan. and July.	New York.	1896	
1st Mortgage gold, 1869.....	7,041,000	7	Jan. & July.	Boston.	1899		Buffalo and Erie (L. S. & M. S.):						
Land Grant Mortgage gold, 1870	3,115,500	7	April & Oct.	"	1903		Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	
Consolidated Bonds (gold).....	78,000	7	"	"	1881		Mort. bonds, ".....	300,000	7	March & Sept.	"	1886	
Construction Notes.....	480,000	8	"	"	1881		Mort. bonds, ".....	2,834,000	7	Apr. and Oct.	"	1898	
Land Income bonds, 1878.....	480,000	8	"	"	1881		Buffalo, New York and Erie:						
Bonds for Stocks purchased 1880	1,156,900	5	April & Oct.	"	1909		1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	
Wichita and Southwestern:							Buffalo, New York & Phila.:						
1st Mortgage, guar. by S. & F. S.	412,900	7	Jan. & July.	Boston.	1902		1st Mortgage.....	3,000,000	6	Jan. and July.	New York.	1896	
Pueblo and Arkansas Valley:							2d Mortgage for \$1,500,000.....	548,500	7	M. J. S. & D.	Buffalo.	1908	
1st Mortgage, gold.....	1,633,000	7	Jan. & July.	Boston.	1905		Burlington, Cedar Rapids & Norw:						
1st Mortgage, gold, guar. by S. & F. S.	1,942,200	7	"	"	1906		1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	
Kansas City, Top. & Western:							Burl. and Mo. River (C. B. & Q.):						
1st Mortgage, gold.....	864,000	7	Jan. & July.	Boston.	1905		Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1899	
Income Bonds.....	200,000	7	"	"	1905		Stock (common) Bonds.....	270,000	8	Jan. & July.	"	1894	
Pleasant Hill and De Soto:							Stock (common) Bonds.....	370,500	8	"	"	1899	
1st Mortgage, gold.....	120,000	7	April & Oct.	Boston.	1907		Bur. & Mo. R. in Neb. (C. B. & Q.):						
Florence, El. oraco & West:							Bonds convertible until 1897.....	600,000	8	Jan. and July.	Boston.	1883	
1st Mortgage, gold.....	810,000	7	April & Oct.	Boston.	1907		Consol. Mortgage for \$14,000,000	7,005,000	6	"	"	1919	
New Mexico and So. Pacific:							Burlington and Southwestern:						
1st Mortgage, gold.....	5,610,000	7	"	Boston.	1908		1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895	
Atlanta and Charlotte Air Line:							1st Mortgage (Linneus Branch).	1,600,000	7	"	"	1892	
1st Mortgage registered.....	600,000	7	April & Oct.	New York.	1897		Calro, Ark. & T. (St. L. I. M. & S.):						
1st Mortgage preferred.....	4,260,000	7	Jan. & July.	"	1907		1st Mort., gold (Coup. or Reg.).	1,450,000	7	June and Dec.	New York.	1897	
Atlantic, Miss. and Ohio:							Calro & Fulton (St. L. I. M. & S.):						
1st Mort. consol. for \$15,000,000.....	5,476,000	7	April & Oct.	New York.	1901		1st Mort. (R. R. and Land).....	7,945,000	7	Jan. & July.	New York.	1891	
2d Mort. to State (no int. till '90).	4,000,000	7	"	"	1901		Calro and St. Louis:						
Norfolk and Petersburg:							1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887		California Pacific:						
1st Mortgage, extended.....	167,000	7	"	"	1887		1st Mortgage, gold.....	2,250,000	7	Jan. & July.	New York.	1889	
2d Mortgage.....	458,000	8	"	"	1893		2d Mortgage, end. by Gen. Pac.	1,600,000	6	"	"	1891	
South Side:							3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905	
1st preferred bonds.....	684,000	6	Jan. & July.	New York.	184-90		3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1905	
2d preferred bonds.....	621,000	6	"	"	184-90		Camden & Amboy (U. Cons. of N. J.):						
3d preferred bonds.....	452,500	6	"	"	184-90		Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	
Virginia and Tennessee:							Loan of 1889.....	868,000	6	June and Dec.	Princeton.	1889	
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884		Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	
4th Mortgage.....	98,900	6	"	"	1900		Camden and Atlantic:						
Registered Certificates.....	84,000	6	"	Lynchburg.	1875		1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	
Funded Int. est.....	226,900	8	"	New York.	1880		2d Mortgage.....	497,000	6	April & Oct.	"	1904	
Atlantic and Pacific:							Camden and Burlington County:						
1st Mort. S. F. for \$25,000,000.....	25,000,000	6	Jan. & July.	N. Y. or Bos.	1910		1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	
Income Bonds, non-cumulative.....	18,750,000	6	April & Oct.	"	1910		Canada Southern:						
Atlantic and St. Lawrence:							New Mort. (\$14,000,000) int. gr.....	13,497,311	3	Jan. & July.	New York.	1908	
2d Mortgage (sterling) of 1864.....	1,500,000	6	April & Oct.	London.	1881		Carolina Central:						
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1881		1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1913	
Butte and Bridgeport:							2d Mortgage-Income Bonds.....	3,000,000	7	April & Oct.	"	1914	
General Mortgage.....	400,000	8	Jan. & July.	Philadelphia.	1910		Catawissa:						
Baltimore and Ohio:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	
Loan of 1855-56.....	1,710,000	6	April & Oct.	Baltimore.	1885		1st Mortgage (new).....	1,300,000	7	"	"	1900	
Loan of 1855-56 (Balt.) skg fd.....	2,833,520	6	Jan. & July.	"	1880		Obattel Mortgage.....	208,850	5	May & Nov.	"	1885-89	
Loan of 1870-76 (atq.) skg fund.....	2,882,956	6	March & Sept.	London.	1895		Cedar Falls and Minnesota:						
Loan of 1872-1902 (atq.) S. F.....	5,507,332	6	"	"	1902		1st Mort. (O. F. to Waverly).....	198,000	7	April & Oct.	New York.	1884	
Loan of 1874-1910 (atq.) S. F.....	9,107,647	6	May & Nov.	"	1910		1st Mort. (W. to Minn. Line).....	1,334,000	7	Jan. & July.	"	1917	
Sterling Debentures.....	938,000	6	Jan. & July.	"	1881		Cedar Rapids & Mo. Riv. (C. & N. W.):						
Purchase of Connellsville R. R.	800,000	6	"	Baltimore.	181-00		1st Mortgage, 1861, (70 miles).....	700,000	7	Feb. & Aug.	New York.	1891	
Ster. Loan, lien on Chi. line bds.....	7,744,000	6	June & Dec.	London.	1927		1st Mortgage, 1863, (18 miles).....	582,000	7	"	"	1894	
Parkersburg Branch Bonds.....	3,000,000	6	April & Oct.	Baltimore.	1919		1st Mortgage, 1866, (146 miles).....	2,332,000	7	May and Nov.	"	1916	
Northwestern Virginia, 3d Mort.....	140,000	6	Jan. & July.	"	1883		Central Branch Union Pacific:						
Bonds to State of Maryland.....	268,000	6	"	"	1888		1st Mort. (Atch. & Pike's Peak).....	1,600,000	6	May & Nov.	New York.	1895	
B. timore and Potomac:							2d Mortgage Govern't subsidy.....	1,000,000	6	Jan. & July.	U. S. Treas.	1896-98	
1st Mort. (Tunnel) gold, S. F.....	1,000,000	6	Jan. & July.	Balt. or Lond.	1911		Funded Interest Bonds.....	610,000	7	May & Nov.	New York.	1899	
1st Mortgage (R. R.) gold S. F.....	3,000,000	6	April & Oct.	Philadelphia.	1911		Central of Georgia:						
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915		General Mort. for \$1,000,000.....	3,750,000	7	Jan. & July.	N. Y. & Savan.	1898	
Bedford and Bridgeport:							Central of Iowa:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1893		1st Mortgage.....	3,700,000	7	Jan. & July.	New York.	1899	
Bellefonte and Southern Illinois:							Debt Certificates, coupon.....	629,000	7	April & Oct.	"	1899	
1st Mort., guar. by St. L. & T. H.	1,088,000	8	April & Oct.	New York.	1896		Central of L. I. (Finch, N. B. & C.):						
Belvidere Delaware:							Extension 1st Mortgage.....	200,000	7	May & Nov.	New York.	1905	
1st Mortgage (guar. by C. & T.)	1,100,000	6	June & Dec.	Philadelphia.	1902		Central of New Jersey:						
2d Mortgage (A. Co. and C.)	499,500	6	March & Sept.	"	1885		Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	
2d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887		1st Mortgage.....	5,000,000	7	Feb. & Aug.	"	1900	
Consolidated Mortgage, 1876.....	1,200,000	7	Jan. & July.	Trenton, N. J.	1916		Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	
Bennington and Rutland:							Adjustment at Mortgage.....	5,550,000	7	May & Nov.	"	1903	
1st Mortgage.....	475,000	7	May & Nov.	New York.	1907		Inc. bonds, reg., not cumulative	2,450,000	7	"	"	1908	
Boston and Albany:							Consol. Mort. for \$25,000,000.....	15,000,000	7	J. A. J. & O.	"	1899	
Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892		L. & W. B. Coal Co., prior liens.	4,500,000	7	"	"	1900	
Loan of 1878.....	2,600,000	6	Jan. & July.	"	1896		L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	
Boston, Barre and Gardner:							L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	"	1888	
1st and 2d Mortgages.....	554,000	6	April & Oct.	Worcester.	1893		Central Ohio (B. and O.):						
Boston, Revere Beach and Lynn:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1897	
1st Mortgage.....	135,000	7	Jan. & July.	Boston.	1886								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'96-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid Bds. (Int. by State) gold.	1,600,000	7	"	"	1884	....	General Consol. Gold Bonds	12,348,000	7	June & Dec.	"	1902	....
2d Mort. (Governm't Subsidy).	25,883,000	6	"	"	'95-'98	....	Sinking Fund Bonds of 1879 ...	6,140,000	6-8	Apr. and Oct.	"	1929	....
1st Mort. (Western Pacific) gold.	2,616,000	6	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.)...	1,632,000	7	Feb. & Aug.	"	1892	....
Government Lien (West. Pac.)...	1,970,166	6	"	"	1899	....	1st Mortgage (Chic. & Mil.)...	1,700,000	7	Jan. and July.	"	1896	....
1st Mort. (Calif. & Oregon) gold.	8,000,000	6	"	"	'98-'92	....	1st Mortgage gr. (Iowa Midland)	1,850,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.)...	687,000	8	"	"	1890	....	1st Mort. (Northwestern Union)	3,500,000	7	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold.	6,050,000	6	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	"	1908	....
Land bonds (Cen. Pacific) gold.	6,630,960	6	"	"	1890	....	1st Mort. (Rock. and Nor. Mo.)...	200,000	7	March & Sept.	"	1908	....
Income bonds, Sinking Fund ..	3,288,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad)...	100,000	7	"	"	1905	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central)...	3,000,000	7	May & Nov.	Boston.	1880	....	1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1897	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.....	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'79	....	Extension Mortgage Bonds...	4,255,000	7	June & Dec.	"	1916	....
Income and Extension Bonds...	1,508,800	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sheff. and Ch.)...	441,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage	750,000	8	April & Oct.	"	1901	....
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000...	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000...	3,468,000	7	May & Nov.	New York.	1907	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$3,000,000...	7,238,000	6	June & Dec.	"	1907	....
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage	2,941,000	8	Jan. & July.	New York.	1898	....
Purchase Money Funding Bds.	2,350,000	6	Jan. & July.	New York.	1898	....	2d Mortgage	1,500,000	8	April & Oct.	"	1899	....
1st Mortgage gold "A"	2,000,000	6	April & Oct.	"	1905	....	Mississippi Central—						
1st Mort. gold "B"	16,000,000	6	May & Nov.	"	1918	....	1st Mortgage	345,000	7	May & Nov.	New York.	'90-'94	....
2d Mortgage Income	10,000,800	6	Jan. & July.	"	1918	....	2d Mortgage	1,996,000	8	Feb. & Aug.	"	1898	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R.I. & Pac.):						
Chester:							1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'89-'96	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$20,000,000.	7,600,000	6	June & Dec.	New York.	1910	....
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold	2,800,000	6	May & Nov.	New York.	1918	....
Consol. Bonds (\$200 stg. each).	4,379,350	6	Jan. & July.	London.	1903	....	2d Mortgage, land grant	2,018,000	6	"	"	1898	....
Sinking Fund Gold Bonds	3,000,000	6	May & Nov.	New York.	1903	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St.L.J. & C.) assumed	584,000	7	April & Oct.	"	1894	....	1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold	7,000,000	6	April & Oct.	New York.	1919	....
Trust Mortgage, 8 1/2 p'd Inconv.	2,711,000	8	Jan. & July.	New York.	1888	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1890	....
Trust Mortgage (Burl. to Peoria)	553,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4	Jan. & July.	Frankfort.	1860	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1899	....
S. F. Mortgage (Iowa Division)	600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds	2,350,000	5	"	Boston.	1901	....	1st Mort. guar. by R. & O. & M. & O.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1875, Sinking Fund...	591,000	5	June & Dec.	"	1895	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds	833,475	7	Jan. & July.	"	1896	....	2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$20,000,000.	13,695,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000.	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern.							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage	3,541,250	7	April & Oct.	New York.	1902	....	1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1908	....
Chicago, Cincinnati and Louisv.:							Chl. & Ind. (C. I., St. L. & C.):						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage	499,000	7	June & Dec.	New York.	1922	....
Chicago, Cin., Dub. and Minn:							2d Mortgage, guar	1,545,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage	5,000,000	6	Jan. & July.	New York.	1920	....	Cincinnati, Ind. St. Louis & Chi:						
1st Mortgage, old	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ja. G'd June:							1st Mort. (Ind. Cin. and Laf.) ..	2,379,000	7	Feb. and Aug.	"	1897	....
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds, reg. (do.) ..	187,000	10	March & Sept.	"	1885	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Chl. & Indiana)	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	"	1907	....	2d Mort. (") guar	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi)...	1,120,000	7	March & Sept.	"	1901	....
1st Mortgage, Sterling	6,000,000	6	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C.I., St.L. & C.)						
2d Mortgage Income	4,000,000	7	September.	New York.	1890	....	1st Mortgage, gold	1,120,000	7	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1896	....
2d Mort. (now 2d)	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage	65,000	7	"	"	1899	....
Chicago and Milwaukee:							Cine., Rich. & Ft. Wayne (G.R. & L.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage, gold, guar.....	1,800,000	7	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000...	8,433,000	7	Jan. & July.	New York.	1905	....	1st Mortgage, gold	266,500	6	Jan. and July.	New York.	1906	....
2d Mortgage	496,000	7	April & Oct.	"	1894	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La Crosse Division)	6,800,000	7	Jan. & July.	"	1893	....	2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (Chic. and Mil. Div.)...	2,500,000	7	"	"	1908	....	1st Mort. (San. Day. & Cin.)...	780,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)...	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.)...	360,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)...	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central)...	183,000	7	"	"	1894	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	April and Oct.	New York.	1901	....
1st Mort. (St. Paul Division)...	4,000,000	7	"	"	1902	....	2d Mortgage	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)...	877,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)...	3,674,000	8	"	"	1898	....	1st Mortgage sinking fund....	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,815,000	7.5	Jan. & July.	"	1898	....	1st Mort. (C. C. and O. R. R.)...	125,000	7	June and Dec.	"	'75-'74	....
1st Mort. (Hast. and Dak. Div.)...	160,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.)...	408,000	7	Jan. & July.	"	1899	....
1st Mort. (Mil. and Western)...	219,000	7	"	"	1891	....	Consol. Mortgage for \$7,500,000.	2,304,000	7	June and Dec.	N.Y. or Lond.	1914	....
1st Mort. (Southwestern Div.)...	4,000,000												

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,526,000	7*	June & Dec.	Boston.	....	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,600	7	Jan. & July.	" "	1885	....
1st Mortgage.....	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittab.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	....	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	1890	....	3d Mortgage.....	200,000	7	" "	" "	1890	....
Income convertible.....	8,995,000	7	" "	" "	1890	....	East Broad Top:						
1st Mort. (Chic. and St. Eastern)	224,000	7	April & Oct.	" "	1890-96	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	" "	1898	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chl. Air-L.)	113,000	7	F. M. A. & N.	" "	1898-99	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,682,000	7	Jan. & July.	" "	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	" "	1904	....	1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	" "	1888	....	2d Mortgage.....	190,000	4	" "	" "	1892-87	....
1st Mort. (Tot. Logan's P. & B.)	510,500	7	Feb. & Aug.	" "	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1888	....
Income (")	67,544	7	" "	" "	1895	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1888	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....	Company Bonds (")	634,000	6	" "	" "	1890-88	....
Union Trust Co. Certificates.....	1,600,000	....	....	....	....	....	Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.....	13,398,430	4 1/2	" "	Bost. & Lond.	1908	....
1st M., Logan & Stratville Br.	800,000	7	Jan. & July.	" "	1890	....	Eastern Shore (Md.):						
2d Mortgage.....	780,000	7	" "	" "	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							Bel River:						
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.....	118,000	7	F. M. A. & N.	.....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,468,000	7	Feb. & Aug.	New York.	1905	....	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed ..	570,000	6	April & Oct.	" "	2802	....
1st Mortgage.....	500,000	7	.....	Concord, N.H.	1894	....	Erle—See N. Y., Lake E. & West						
Connecticut Central:							Erie and Pittsburg (Penn. Co.):						
1st Mortgage for \$100,000.....	325,000	7	April & Oct.	.....	1895	....	1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,300	7	April & Oct.	" "	1890	....
New Mortgage for \$1,500,000.....	1,409,400	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1898	....
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	....	Equipment Mortgage.....	685,000	7	April & Oct.	" "	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1890	....	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds).....	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....	Evansville and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A. B. C. D. & E.....	991,000	6	March & Sept.	Philadelphia.	1900-04	....	1st Mortgage (109 m.) " "	611,000	7	May & Nov.	" "	1887	....
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	265,000	6	Jan. & July.	" "	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	....	Evansville, Terre Haute & Chl.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	2d Mortgage, gold.....	325,000	6*	Jan. & July.	" "	1908	....
2d Mortgage, sinking fund.....	594,000	6	May & Nov.	" "	1888	....	Fitchburg:						
Cumberland Valley:							Bonds of 1874.....	500,000	6	April & Oct.	Boston.	1894	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Bonds of 1877.....	500,000	6	" "	" "	1897	....
2d Mortgage, sinking fund.....	109,500	8	" "	" "	1908	....	Bonds of 1879.....	500,000	6	" "	" "	1899	....
Plain bonds.....	81,800	6	" "	" "	1884	....	Flint and Pere Marquette:						
Danbury and Norwalk:							1st Mort. Land Gr. (3d series).....	1,722,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	Flint & Holly St. R. (\$25,000 F.Y.)	300,500	10	May & Nov.	" "	1888	....
2d Mortgage.....	200,000	7	" "	" "	1892	....	1st Mort. (Bay C. & K. Lag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Consolidated Mortgage.....	100,000	6	" "	" "	1920	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Dayton and Michigan (C.H. & D.):							1st Mort. skg. fl. (H. W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Reorgan'n bds (redeem. at will).....	.....	6	.....	.....	1910	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1887	....	Florida Central:						
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	....	1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.....	106,500	7	March & Sept.	" "	1881-84	....	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flushing and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.....	90,000	7	.....	.....	1879	....	2d Mort. (")	400,000	7	" "	" "	1900	....
2d Mortgage.....	135,000	7	.....	.....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Income Bonds.....	282,446	7	.....	.....	1879	....	Fonda, Johnstone & Gloversville:						
Dayton and Western (L. M. R.R.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....	Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):							1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1906	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....	Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:							1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	2d Mortgage.....	500,000	8	" "	" "	1890	....
Delaware, Lackawanna & Western:							Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	....
1st Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	....	Framingham and Lowell:						
2d Mortgage.....	600,000	7	June & Dec.	" "	1892	....	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880	....
Convertible Bonds.....	3,067,000	7	March & Sept.	" "	1207	....	Frankfort and Kokomo:						
Consol. Mortgage Bonds.....	370,900	7	" "	" "	1885	....	1st Mortgage, gold.....	200,000	7	Jan. & July.	New York.	1908	....
1st M. Ext. (Lack. & Bloomsburg)							Frederick, Elkhorn & Mo. Valley:						
Denver Pacific (Union Pacific):							1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage gold, land grant.....	527,000	7*	May & Nov.	New York.	1899	....	1st Mortgage.....	312,000	7	" "	" "	1899	....
Denver & Rio Grande:							Income Bonds.....	317,082	7	" "	" "	1886	....
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	....	Galena & Chic. Union (C. & N.W.):						
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	" "	" "	1902	....	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Consolidated Mortgage.....	3,475,000	7	Jan. & July.	" "	1900	....	Galv., Harrisburg & San Antonio.						
Denver, South Park and Pacific:							1st Mortgage, gold, land grant.....	4,800,000	6*	Feb. & Aug.	New York.	1910	....
1st Mort., gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1906	....	2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Des Moines and Ft. Dodge:							Galveston, Houston & Henderson:						
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....	1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1902	....
Detroit & Bay City (Mich. Cent.):							Geneva, Ithaca and Sayre:						
1st Mort. (\$424,000 guar.).....	2,330,000	6	May & Nov.	New York.	1902	....	1st Mortgage, skg. fl., guar.....	600,000	7*	Jan. & July.	New York.	1890	....
Detroit, Grand Hav. & Milwaukee:							Georgia (and Banking):						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	19								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:	\$						Jersey City and Bergen:	\$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....	1st Mortgage	335,000	7	.....	.....	.....	.....
1st Mortgage not guaranteed.	642,192	7	" "	" "	'81-'86	....	Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.):							1st Mortgage sfg fund guar.	300,000	8	Jan. & July.	New York.	1882	....
1st Mortgage	758,000	7	May & Nov.	New York.	1890	....	Joliet and Northern Indiana:						
2d Mortgage	3,000	7	" "	" "	1892	....	1st Mortgage guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Hannibal & Naples (W. St. L. & P.):							Junction, Philadelphia:						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....	1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia	1882	....
Hannibal and St. Joseph:							2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1906	....
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1894	....	Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan	1,500,000	6	" "	" "	'85-'87	....	1st Mortgage assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1898	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....	Kalamazoo and Schoolcraft:						
General Land Mortgage	442,000	7	Jan. & July.	" "	1888	....	1st Mortgage assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	....
1st Mortgage (Quincy & Palmyra)	433,500	8	Feb. & Aug.	" "	1892	....	Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage (Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....	1st Mortgage guar. by losses	640,000	8	May & Nov.	New York	1888	....
Harrisburg, Ports., Mt. Joy & Lan:							2d Mortgage	70,000	8	" "	" "	1890	....
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....	Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mortgage assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....	Kansas City and Cameron:						
Hartford and Connecticut Valley:							1st Mortgage, assumed by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	Kansas Central:						
Holly, Wayne & Monroe (F. & P.M.):							1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1908	....
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....	Kansas City, Burl. & Santa Fe:						
Holyoke and Westfield:							1st Mortgage	600,000	8	.....	.....	.....	.....
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....	New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Houston:							Kansas City, Ft. Scott & Gulf:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....	1st Mortgage, L. G., sinking fund	4,000,000	7	Jan. & July.	Hos. on	....	....
2d Mortgage of 1889	200,000	6	Jan. & July.	Brpt. & Bos.	1889	....	Mortgage on Branches	1,325,000	....	.....	.....	.....	.....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....	Kansas City, Lawrence & So.:						
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....	1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
Houston, East and West Texas:							1st Mortgage (So. Kansas & West.)	845,000	7	Jan. & July.	"	1910	....
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....	1st Mortgage (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Houston and Texas Central:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage L. G., sfg fund, gold	6,282,000	7*	Jan. & July.	New York.	1891	....	1st Mortgage (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage (L. G. West Div.)	2,270,000	7*	" "	" "	1891	....	1st Mortgage	4,496,522	7	" "	" "	1907	....
1st Mortgage (Waco & N. W. Div.)	989,000	7*	" "	" "	1908	....	Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....	Kansas City, St. Louis & Chicago:						
Consol. Mortgage, L. G. (M. & W. D.)	3,642,000	8	April & Oct.	" "	1912	....	1st Mortgage	8,000,000	6*	May & Nov.	New York.	1913	....
Consol. Mortgage, L. G. (Waco & N.)	890,000	8	May & Nov.	" "	1915	....	Kan. City, Top. & W. (A., T. & S. Fe)						
Huntingdon and Broad Top Mt.:							1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold	416,000	7*	April & Oct.	Philadelphia.	1890	....	Income Bonds	200,000	....	.....	.....	.....	.....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	" "	1885	....	Kansas Pacific (Union Pacific):						
Consolidated Mortgage	1,500,000	7	April & Oct.	" "	1895	....	1st Mortgage (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
Illinois Central:							1st Mortgage (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....	1st M. (3d Div. 244.65m. & 3,900,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
Sterling Bonds, \$500,000	2,500,000	6*	" "	London.	1895	....	1st Mortgage (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	"	1880	....
Sterling Bonds, \$200,000	1,000,000	5*	June and Dec.	" "	1905	....	2d Mortgage (") gold	800,000	7*	March & Sept.	New York.	1896	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	" "	1903	....	2d Mortgage (Leavenworth Branch)	492,000	7	May & Nov.	"	1896	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....	2d Mortgage (Gov't Subsidy)	6,803,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....	2d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Illinois Grand Trunk (C. B. & Q.):							Kentucky Central:						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....	2d Mortgage (Covington & Lexington)	702,000	7	March & Sept.	New York.	1882	....
Illinois Midland:							3d Mortgage	233,000	7	June & Dec.	"	1885	....
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....	Geokuk and Des Moines:						
Illinois & So. Iowa (W. St. L. & P.):							1st Mortgage, guar. by C. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....	Knox and Lincoln:						
Indiana, Bloomington & Western:							1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....	Knoxville and Ohio:						
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....	1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....	Lake Erie and Western:						
Income Bonds	1,500,000	6	" "	" "	1919	....	1st Mortgage, gold	1,915,000	6*	Feb. & Aug.	New York	1919	....
Indianapolis, Decatur & Spring:							Income Bonds, conv. (non-cum.)	1,485,000	7	August	"	1899	....
1st Mortgage	1,700,000	7	April & Oct.	New York.	1908	....	1st Mortgage (Sandusky Ext.)	327,000	8	Jan. & July.	"	....	....
2d Mortgage, Income	2,600,000	7	Jan. & July.	" "	1906	....	Income (Sandusky Extension)	600,000	....	.....	.....	.....	.....
Indianapolis and Madison:							1st Mortgage (La. & Bl. & Muncie)	2,500,000	6*	May & Nov.	"	1919	....
1st Mortgage, assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....	Income (")	1,000,000	7	Annually.	"	1899	....
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....	1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
2d Mortgage	900,000	7	April & Oct.	" "	1900	....	Lake Shore & Michigan South'n:						
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....	Consol. Mortgage, S.F., Reg'd	9,441,000	7	J. A. J. & O.	New York.	1900	....
Indianapolis & Vincennes:							Consol. Mortgage, S.F., Coupon	....	7	Jan. & July.	"	1900	....
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....	2d Consol. Mortgage for \$5,000,000	10,480,000	7	June & Dec.	"	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....	Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	"	1892	....
International and Gt. Northern:							Lake Shore Dividend Bonds	1,358,000	7	" "	"	1899	....
1st Mortgage (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....	2d Mortgage (Clev. & Ash.)	920,000	7	" "	"	1892	....
2d Mortgage (purchase money)	4,724,000	6	Mar. & Sept.	" "	1909	....	1st Mortgage (Mich. P. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	....
Ionia and Lansing (D. L. & N.):							1st Mortgage (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....	2d Mortgage (")	849,000	7	April & Oct.	"	1886	....
Iowa Falls and Sioux City:							Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	"	1882	....
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....	Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....
Iowa Midland (C. & N. W.):							Mort. Bonds (") Erie	2,834,800	7	April & Oct.	"	1898	....
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....	1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....
Iowa & Minnesota (C. M. & St. P.):							1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....	1st M. (School. & Three Rivers)	100,000	8	" "	"	1887	....
Ithaca, Auburn and Western:							1st M. (Kalamazoo & Schoolcraft)	100,000	8	" "	"	1887	....
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....	1st M. (Kalam. & Allegan & Gr. Rap.)	840,000	8	" "	"	1888	....
Jackson, Lanes & Sag. (Mich. Cen.):							1st M. (Jamestown & Franklin)	397,000	7	" "	"	var	....
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Skg. Fd.....	468,000	7	April & Oct.	Philadelphia.	1892	1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895		
Long Island:						1st Mort. (North Rn Division)	572,000	7	March & Sept.	"	1900		
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	1st Mort. (Ashokosh Division)	200,000	7	Feb. & Aug.	"	1910		
1st Mortgage (Glen Cove Br.).....	160,000	6	"	"	1884	1st Mort. (Wausau Division)	180,000	7	"	"	1906		
2d Mortgage.....	1,121,500	7	"	"	1898	1st Mortgage (Equipment).....	178,000	9	June & Dec.	"	1899		
Atlantic Ave. Improve. Certif.	886,772	7	Feb. & Aug.	"	1918	Mineral Point:							
1st Mort. (Smithtown & Pt. Jcf.)	114,900	7	"	"	'81-'82	1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890		
1st Mort. (Newtown & Flush.)	600,000	7	March & Sept.	"	1901	Minneapolis & St. Louis:							
1st Mort. (N. Y. & Rockaway)	106,500	7	May & Nov.	"	1891	1st Mort. (Min. to Verriam Junc.)	458,000	7	Jan. & July.	New York.	1907		
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	"	1901	1st Mort. (Merriam J. to Al. Lea)	950,000	7	June & Dec.	"	1927		
Louisiana & Mo. Riv. (Ch. & Al.):						1st M. (Minn. to White B.L. guar.)	280,000	7	May & Nov.	"	1907		
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	1st Mort. (Al. L. to Ft. Dodge) gold	102,000	7	June & Dec.	"	1909		
2d Mortgage.....	300,000	7	May & Nov.	"	1910	Mortgage (Southw. Ext.) gold	12,000pm	7	"	"	1910		
Louisville, Cin. and Lexington:						Minnesota Valley (C. & N.W.):							
Louisville Loan to L. & F. R. R.	108,000	6	Jan. & July.	New York.	1881	1st Mortgage.....	150,000	7	April & Oct.	New York.	1903		
1st Mortgage.....	2,900,000	7	"	"	1897	Mississippi and Tennessee:							
New Mortgage for \$1,000,000	761,700	7	April & Oct.	"	1907	1st Mortgage, Series A.....	978,000	8	April & Oct.	New York.	1902		
Louisville and Nashville:						2d Mortgage, Series B.....	1,061,000	8	Jan. & July.	"	1902		
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1920	Missouri, Kansas and Texas:							
Consol. Mort. S. F. for \$5,000,000	7,070,000	7	April & Oct.	"	1888	1st Mort. (U. Pac. S. Br.) skg fund	2,314,000	6	Jan. & July.	New York.	1898		
2d Mortgage, Gold 10-year.....	2,000,000	7	May & Nov.	"	1883	1st Mort. (Tebbo & Neosho) S.F.	349,000	7	June & Dec.	"	1903		
1st Mort. (Lebanon Branch).....	88,000	7	"	New York.	'90-'85	Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	"	'01-'08		
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	2d Mortgage, Income.....	7,871,553	6	April & Oct.	"	1911		
1st Mort. (Mump. & Clarksv. Br.)	2,270,770	6	Feb. & Aug.	"	1902	Brownville Bridge bonds, guar.	958,000	6	May & Nov.	"	1906		
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	Consol. Mort. for \$15,000,000							
1st Mort. (N. Orleans & Mo.)	5,000,000	6	Jan. & July.	"	1920	Missouri Pacific:							
Mort. (Evans, Hend. & Nash.)	1,000,000	6	June & Dec.	"	1919	1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888		
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	"	'86-'87	2d Mortgage sinking fund.....	2,678,000	7	Jan. & July.	"	1891		
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	3d Mortgage.....	4,830,000	7	May & Nov.	"	"		
Louisville Loan (Leb. Br. Exten.)	338,000	6	April & Oct.	N. Y. & Louis	1893	St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885		
Debenture Bonds 1870	2,650,000	6	Jan. & July.	New York.	1884	Rail Estate Bonds.....	800,000	6	May & Nov.	New York.	1892		
Trust Company Certificates.....	492,200	6	April & Oct.	"	1884	1st Mort. (Carondelet Branch)	260,000	8	April & Oct.	"	1893		
Louisville, New Albany & Chic.:						Consol. Mortgage for \$30,000,000		6	May & Nov.	"	1920		
1st Mortgage.....	3,000,000	6				1st Mort. (Missouri River R.R.)	409,000						
McKean and Buffalo:						1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct.	"	1889		
1st Mortgage.....	398,000	7	Jan. & July.	Buffalo.	1915	1st Mort. (St. L. and Lex.)	650,000						
Macon and Augusta:						1st Mort. (Kan. City and East)	248,000	6	Jan. & July.	"	1894		
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	1st M. (St. L. Kan. & Arizona)	1,200,000						
1st Mortgage not endorsed.	100,000	7	"	"	1887	1st Mort.							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$ 4,000,000	6*	May & Nov.	London.	1904	....	Ohio Central:	\$					
1st Mort. for £800,000, guar....	4,000,000	6*	May & Nov.	New York.	1883	....	1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	..
New York Central & Hudson R.	6,632,900	6	May & Nov.	"	1883	....	Income bonds, non-cum., 1880..	3,000,000	7	"	"	1920	....
Debt Certificates (N. Y. Cent.)	74,500	6	"	"	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	....
Bonds for R. & N. F. st. ("")	592,000	6	"	"	1883	....	Ohio and West Virginia:						
Bonds for R. R. Stocks ("")	162,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate ("")	2,391,500	6	June & Dec.	"	1887	....	Old Colony:						
Bonds of 1884 renewed ("")	1,423,200	7	Jan. & July.	"	1886	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1908	....
2d Mort. (Hudson River) S. F.	18,725,000	7	"	"	1903	....	Plain Bonds	32,000	6	"	"	1884	....
1st Mort., coup. for \$30,000,000	9,733,333	6*	"	"	1903	....	Plain Bonds	1,092,000	7	"	"	1894	....
1st Mort., reg'd for £2,000,000	3,427,000	6	"	"	1903	....	Plain Bonds	390,500	7	Various	"	1897	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	"	1903	....	Plain Bonds	500,000	6	June & Dec.	"	1896	....
New York City and Northern:							Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):						
New York Elevated:							1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1883	....
1st Mortgage \$ or £.....	5,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:						
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1898	....
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1919	....	Oregon and California:						
2d Mortgage, Income.....	1,800,000	7	March & Sept.	"	1883	....	1st Mortgage, gold.....	10,950,000	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:						
Consol. Mort. for \$12,000,000....	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1891.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage	300,000	7	March & Sept.	"	1908	....
N. York, Housatonic & Nor.:							Oregon Pacific:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....	Income Mortgage	203,000	7	Feb. & Aug.	"	1891	....
3d Mortgage	4,852,000	7	"	"	1883	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible et'p'd.	2,937,000	6*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	1900-98	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar...	338,900	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage...	182,500	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:						
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,078,000	8	Jan. & July.	N. Y. & Bost.	1900	....
1st Consol Mortgage, gold.....	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:						
1st Consol. M. Fund. Coup. Bds	3,699,226	6*	"	"	1920	....	1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold.....	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income.....	1,141,000	7	April.	"	1897	....
New 2d do. funded coupons.....	8,697,400	6*	"	"	1909	....	Painesville and Youngstown:						
Income bonds (non-cumulative)	605,008	6*	"	"	1917	....	1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	889,200	7	"	.....	1910	....
New York and New England:							Panama:						
1st Mort., new for \$10,000,000...	6,435,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subdly, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie)						
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	"	.....	1910	....
Prior Lien Bonds, gold, 1880...	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:						
1st Mort., gold, Income, 1880...	35,000,000	7*	Jan. & July.	"	1905	....	General Mortgage.....	10,000,760	6	Jan. & July.	Phil. or Lond	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	5*	May & Nov.	"	1910	....	General Mortgage, registered.	28,501,540	6	Apr'l & Oct.	"	1905	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1873...	5,000,000	6	M. J. S. & D.	"	1900	....
Leased Lines Rental Trust, 1872	3,555,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1870...	4,091,875	6	June & Dec.	"	1900	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	"	1903	....	State Lien for \$1,500,000, skg. fd.	3,000,000	6*	April & Oct.	Philadelphia	1910-90	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	"	1910	....
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:						
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1900	....	Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Norfolk & Petersb.—See Atl. & O.							Bonds gold, guaranteed, 1881...	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. I. & P.):						
North Pennsylvania:							1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....	Peoria, Decatur and Evansville:						
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880...	888,000	6	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	1899	....	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	1920	....
Northeastern (S. C.):							Income Bonds (do.) non-cum.....	750,000	6	"	"	1920	....
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jackson, Ill:						
2d Mortgage	236,000	8	"	"	1899	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage	2,435,000	6	"	"	1907	....	Perkiomen (Phila. and Edg.):						
Northern Central (Mich.):							1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage	1,625,000	7	"	"	1906	....	Consol. Mort. gold S. F. guar...	1,125,000	6*	June & Dec.	"	1913	....
Northern Central:							Peterborough (N. H.):						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....	Petersburg:						
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (Installments)...	503,000	8	Jan. & July.	New York.	1902	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage	300,000	8	May & Nov.	"	1902	....
Mortgage registered.....	205,000	6*	April & Oct.	Baltimore.	1900	....	Philadelphia and Balt. C. ntral:						
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.)...	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	6*	"	"	1926	....	2d Mortgage (Md. Div.)	800,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1926	....	Philadelphia and Erie (Penn.):						
Northern New Jersey (Erie):							1st Mort. (Sungby & Erie)....	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1885	....	2d Mort. (\$5,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1911	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....	General Mort. for \$20,000,000...	3,680,000	6*	"	Phil. or Lond.	1920	....
Northern Pacific:							Philadelphia and Reading:						
1st Mort., l. g., Mo. Div.....	2,383,395	6	"	"	1919	....	Receiver's Certificates, 1880...	1,804,000	4-6	"	Philadelphia	....
1st M. l. g., Pend D'Oreille Div.	1,597,840	6	March & Sept.	"	1921	....	Loan of 1868, debenture.....	1,155,300	6	Jan. & July.	"	1893	....
Consol. Mort. l. g., gold, 1880...	20,000,000	6*	Jan. & July.	"	1921	Mort. Loans of 1842-44-48 & 49.	1,510,500	6	"	"		

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			When.	Where.							When.	Where.		
Phila., Newton and New York:								St. Louis, Alton and Terre Haute:						
1st M., guar. by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....		1st Mortgage sfg. fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt.								1st Mortgage sfg. fd. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible	240,000	6	Jan. and July.	Phila. & Balt.	1884	....		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1867	1,000,000	6	April & Oct.	"	1887	....		2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....		2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....
Loan of 1875	800,000	6	"	"	1900	....		Equipment Mortgage	300,000	10	March & Sept.	"	1880	....
Loan of 1880	1,000,000	6	June & Dec.	"	1910	....		St. Louis Iron Mt. and Southern:						
Pittsburg, Ctn. & St. Louis (Pa.):								1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	455,000	7	Jan. and July.	Philadelphia.	1890	....		2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Trd.) conv.	3,000,000	7	Monthly.	New York.	1884	....		1st Mort. L.G. (Arkansas Br.)	2,500,000	7	June & Dec.	New York	1895	....
Consol. Mortgage for \$100,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....		1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	1897	....
Consolidated 2d Mortgage	2,600,000	7	April & Oct.	"	1913	....		1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	1891	....
Pittsburg and Connelleville:								St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1888	....		1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turk's Creek Div.)	225,000	6	Feb. & Aug.	Pittsburg.	1882	....		2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....		St. Louis, Kansas City & North:						
Pittsburg, St. Wayne & Chicago:								1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....		Real estate & 2d M. for \$3,000,000	2,983,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....		1st & 2d M. on St. Charles Bridge	1,334,000	7	April & Oct.	"	1903	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....		1st Mort. (Omaha Div.) gold	2,350,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....		1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....		St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....		1st Mort. (South Pacific) gold	7,144,500	6	Jan. & July.	New York.	1885	....
2d Mortgage (Series G)	800,000	7	Jan. and July.	"	1912	....		2d Mortgage A for \$500,000	414,305	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	800,000	7	Feb. & Aug.	"	1912	....		2d Mort. B. & C. for \$5,200,000	8,064,82	3	"	"	1908	....
2d Mortgage (Series I)	800,000	7	March & Sept.	"	1912	....		Equipment Mortgage	1,000,000	7	June & Dec.	"	1895	....
2d Mortgage (Series J)	800,000	7	April and Oct.	"	1912	....		Land Debentures	800,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series K)	800,000	7	May and Nov.	"	1912	....		Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series L)	800,000	7	June and Dec.	"	1912	....		Joplin Railroad Bonds	200,000	....		"	....
2d Mortgage (Series M)	800,000	7	Jan. & July.	"	1887	....		St. Louis, Vandalia & Terre Haute:						
3d Mortgage	2,000,000	7	April & Oct.	"	1912	....		1st Mortgage, S. F. guaranteed	1,898,000	7	Jan. & July.	New York.	1897	....
Construction Bonds	100,000	7	Jan. & July.	"	1887	....		2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	"	1899	....
Equipment bonds—renewed	1,000,000	8	March & Sept.	"	1884	....		2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
Pittsburg and Lake Erie:								St. Paul, Minn. and Manitoba:						
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....		1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
Pittsburg, Va. and Charleston:								1st Mort. (St. Paul to Watab.)	366,000	7	Jan. & July.	"	1892	....
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....		1st Mort. (L. G., sinking fund)	1,452,900	7	"	N. Y. & Lond.	1909	....
Portland & Udensburg:								2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....		1st M. Dakota Ext. for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
New Mort. gold, for \$3,300,000	2,208,000	6	May and Nov.	"	1901	....		2d Mortgage, gold	2,303,000	7	Jan. & July.	New York.	1902	....
Portland and Rochester:								1st Mortgage guaranteed	1,666,000	7	Jan. & July.	"	1897	....
1st Mort. (Portland Loan) sfg. fd.	700,000	6	Jan. & July.	Boston.	1887	....		Savannah, Florida and Western:						
1st Mortgage (equal lien)	300,000	7	April & Oct.	"	1887	....		1st Mortgage, Consolidated	300,000	7	"	New York.	1879	....
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....		Mort. Bonds (Sav., Alb. & Gulf)	464,000	7	May & Nov.	"	1888	....
Port. Royal and Augusta:								1st Mort. (So. Ga. and Florida)	200,000	7	"	"	1889	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....		2d Mort. (")	200,000	7	"	"	....
Income bonds	1,500,000	6	"	"	1899	....		Savannah, Griffin & North Ala.:						
Portsmouth, Gt. Falls & Conway:								1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....		Schenectady and Duaneburg:						
Providence and Springfield:								1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....		Scioto Valley:						
Providence and Worcester:								1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....		2d Mortgage S. F.	290,000	7	April & Oct.	"	1894	....
Raleigh and Gaston:								Shamokin Valley & Pottsville:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....		1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
Reading and Columbia (P. & R.):								Shenandoah Valley:						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....		1st Mortgage	2,100,000	7	"	"	1908	....
2d Mort., Coupon, guaranteed	850,000	7	June & Dec.	Columbia.	1884	....		2d Mortgage, Income	1,400,000	....		"	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....		Shenandoah and Allegheny:						
Rensselaer and Saratoga:								1st Mortgage	871,500	7	April & Oct.	New York.	1889	....
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....		Shcre Line (N. Y., N. H. & Hart):						
Rhinbeck and Connecticut:								1st Mortgage, 1830	200,000	4	March & Sept.	New Haven.	1910	....
1st Mortgage, gold	800,000	7	"	"	....	....		Sioux City and Dakota:						
Richmond and Allegheny:								1st Mort. (Dakota Southern)	600,000	7	Feb. & Aug.	New York.	1894	....
1st Mortgage, gold, 1880	5,000,000	7	"	"	....	....		1st M. (Sioux City & Pembina)	300,000	7	June & De.	"	1908	....
Richmond and Danville:								Sioux City and Pacific:						
Virginia State Loan, sfg. fd.	508,000	6	Jan. & July.	Richmond.	1830	....		1st Mortgage	1,628,000	6	Jan. & July.	New York.	1898	....
Virginia State bonds, guar.	109,400	6	"	"	1875	....		2d Mortgage (Gov. Subsid.)	1,628,000	6	"	U.S. Treasury	1898	....
1st Mort. (Piedmont branch)	500,000	6	"	"	1888	....		Somerset:						
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	78-'90	....		1st Mortgage, gold	450,000	7	Jan. & July.	"	1891	....
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	1904	....		South Carolina:						
Gen'l Mort. gold for \$4,000,000	1,728,000	6	April & Oct.	"	1904	....		1st Mortgage Sterling	1,482,867	6	Jan. & July.	London.	78-'88	....
R. ch., Fredericksburg & Potomac:								1st Mortgage (L.) currency	1,061,500	6	"	New York.	78-'88	....
Sterling Loan	57,237	6	Jan. & July.	London.	88-'95	....		2d Mort. for \$3,000,000	1,026,500	7	April & Oct.	"	1902	....
Dollar Loan	177,516	6	Various.	Richmond.	80-'90	....		Domestic (I) Bonds	1,067,500	7	"	Charleston.	1891	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	81-'91	....		Domestic (K) Bonds	63,600	6	Jan. & July.	New York.	80-'92	....
Richmond and Petersburg:								South and North Alabama:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	81-'86	....		1st Mort., endor. by Ala. gold	391,000	8	Jan. & July.	New York.	1890	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....		Sterling Mort., guar. by L. & N.	6,076,000	6	May & Nov.	London.	1903	....
Rochester and State Line:								Southern Central (N. Y.):						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1902	....		1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
Rock Island and Pacific:								2d Mortgage	600,000	7	March & Sept.	"	1882	....
1st Mortgage	150,000	10	Jan. & July											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:	\$						Warren (D. L. & W.):	\$					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Pt. Lookout (B. & O.):						
Syracuse, Bing. & N. Y. (D. L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O. Alex. & Manassas)	1,050,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.							2d Mort. (O. Alex. & Manassas)	335,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	221,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. " "	1,197,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. " "	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. " "	700,000	8	March & Sept.	"	1890	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1893	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1904	....
Terre Haute & Logans. (T. H. & I.):							1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1894	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	73-79	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1905	....	1st Mortgage.....	284,000	7	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,451,000	6	Mar. & Sept.	N. Y. Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1901	....
2d Mortgage Consolidated.....	7,619,000	6	June & Dec.	"	1906	....	Western of Alabama:						
Income and Land Grant.....	7,170,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold (Rio Grande Div.)	5,000,000	6	Feb. & Aug.	"	1920	....	1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,158,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-91	....
1st Mortgage, gold, 1881.....	3,000,000	6	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
2d Mort. Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....	2d Mort. ".....	300,000	6	"	"	1895	....
Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1896	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1896	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	50,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,342,600	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6	Jan. & July.	N. Y. & Bost.	96-99	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,250,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,236,412	6	Jan. & July.	U.S. Treasury.	96-99	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	16,292,000	8	March & Sept.	N. Y. & Bost.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8	Apr. & Oct.	London.	1896	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,632,000	6	Jan. & July.	New York.	1908	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Pacific).....	527,000	7	May & Nov.	"	1890	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,000,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	"	U.S. Treasury.	96-99	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	123,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Company's)	5,662,000	6	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan £369,200 (U. Co's)	1,846,000	6	"	London.	1894	....	1st Mortgage.....	1,500,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan £369,000 (")	1,830,000	6	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 (U. Co's)	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Loan of 1905 (")	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1880 (")	826,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold...	6,163,000	7	Jan. and July.	B. ston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1889	....	Worcester and Nashua:						
Bond to State (N. J. R. R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....	Plain Bonds.....	275,000	6	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	6	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6	Jan. & July.	New York.	1890	....	Plain Bonds.....	400,000	6	Feb. and Aug.	"	1896	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,893,000	7	Jan. & July.	New York.	1908	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1900	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,905,750	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,953,000.	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,575,000	6	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien)	1,999,500	6	Jan. and July.	Baltimore.	1885	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L. O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	900,000	6	Jan. & July.	Philadelphia.	1895	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Morristown)	500,000	7	"	"	....	....	1st Mort. 12d series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1894	....
1st Mort. (Clayton & Thera-a)	200,000	7	"	"	....	....	reg. 3d series, Jan. 1, 1871	6,481,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.)...	5,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	6	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	....
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	5,381,840	6	J. A. J. & O.	"	1894	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston	1883	....	Mortgage (equip.) Loan, gold...	4,953,000	6	June & Dec.	"	1897	....
Convertible bonds.....	150,000	7	"	"	1885	....	Consolidated Mortgage.....	2,454,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	676,000	7	Feb. and Aug.	"	1892	....
General 1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Morris and Banking:						
2d series (blue).....	850,000	7	"	"	1890	....	1st Mortgage.....	750,000	7	Apr. and Oct.	Philadelphia.	1906	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1895	....
4th series (not end.).....	1,180,000	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	103,164	7	Feb			

Year	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifying "nil," and running dots (....) signify "not ascertained."

[illegible]

New York, 1879		1878		1877		1876		1875		1874		1873		1872		1871		1870		1869		1868		1867		1866		1865		1864		1863		1862		1861		1860		1859		1858		1857		1856		1855		1854		1853		1852		1851		1850		1849		1848		1847		1846		1845		1844		1843		1842		1841		1840		1839		1838		1837		1836		1835		1834		1833		1832		1831		1830		1829		1828		1827		1826		1825		1824		1823		1822		1821		1820		1819		1818		1817		1816		1815		1814		1813		1812		1811		1810		1809		1808		1807		1806		1805		1804		1803		1802		1801		1800		1799		1798		1797		1796		1795		1794		1793		1792		1791		1790		1789		1788		1787		1786		1785		1784		1783		1782		1781		1780		1779		1778		1777		1776		1775		1774		1773		1772		1771		1770		1769		1768		1767		1766		1765		1764		1763		1762		1761		1760		1759		1758		1757		1756		1755		1754		1753		1752		1751		1750		1749		1748		1747		1746		1745		1744		1743		1742		1741		1740		1739		1738		1737		1736		1735		1734		1733		1732		1731		1730		1729		1728		1727		1726		1725		1724		1723		1722		1721		1720		1719		1718		1717		1716		1715		1714		1713		1712		1711		1710		1709		1708		1707		1706		1705		1704		1703		1702		1701		1700		1699		1698		1697		1696		1695		1694		1693		1692		1691		1690		1689		1688		1687		1686		1685		1684		1683		1682		1681		1680		1679		1678		1677		1676		1675		1674		1673		1672		1671		1670		1669		1668		1667		1666		1665		1664		1663		1662		1661		1660		1659		1658		1657		1656		1655		1654		1653		1652		1651		1650		1649		1648		1647		1646		1645		1644		1643		1642		1641		1640		1639		1638		1637		1636		1635		1634		1633		1632		1631		1630		1629		1628		1627		1626		1625		1624		1623		1622		1621		1620		1619		1618		1617		1616		1615		1614		1613		1612		1611		1610		1609		1608		1607		1606		1605		1604		1603		1602		1601		1600		1599		1598		1597		1596		1595		1594		1593		1592		1591		1590		1589		1588		1587		1586		1585		1584		1583		1582		1581		1580		1579		1578		1577		1576		1575		1574		1573		1572		1571		1570		1569		1568		1567		1566		1565		1564		1563		1562		1561		1560		1559		1558		1557		1556		1555		1554		1553		1552		1551		1550		1549		1548		1547		1546		1545		1544		1543		1542		1541		1540		1539		1538		1537		1536		1535		1534		1533		1532		1531		1530		1529		1528		1527		1526		1525		1524		1523		1522		1521		1520		1519		1518		1517		1516		1515		1514		1513		1512		1511		1510		1509		1508		1507		1506		1505	
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South Carolina Railroad.

The report of Receiver Fisher, of the South Carolina Railroad, for the fifteen months ended December 31, shows that the earnings have been \$2,641,096 93, and the expenses \$1,786,664 16, leaving the net earning \$854,432 77. Out of this has been paid interest on bonds, premium, legal expenses, taxes, new equipment, (\$137,988 68), &c., amounting to \$565,257 64. The gross earnings for the year 1880 show an increase over those of 1879 of \$165,732 54, being an increase of 15.7 per cent.

Statement of the Public Debt of the United States, April 1, 1881.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1881 (Oregon), 1861.....	\$988,200 00	\$10,323 00
5 per cent. 1881 bonds, 1861..	140,614,660 00	2,103,189 75
5 per cent. 1881 bonds, 1863..	55,145,760 00	827,186 25
5 percent. funded loan of 1881	468,590,850 00	3,863,267 08
4 per cent. funded loan of 1891	250,000,000 00	937,500 00
1 per cent. funded loan of 1907.	738,571,850 00	7,385,718 60
Refunding Certificates.....	775,950 00	7,769 60
3 per cent. navy pension fund, 1868.....	14,000,000 00	105,000 00
Aggregate of debt bearing interest.....	\$1,683,317,250 00	\$16,244,914 03
Interest due and unpaid.....	2,140,893 07	
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid
4 to 5 percent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
5 per cent. bonds, 1847.....	1,250 00	22 00
5 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1860.....	21,000 00	3,045 00
5 per cent. bonds, of 1865....	8,000 00	
5 per cent. bonds, 1860.....	10,000 00	600 00
5 per cent. 5-20 bonds, called 1862.....	374,550 00	736 81
5 per cent. 5-20 bonds, called 1864.....	64,850 00	476 92
5 per cent. 5-20 bonds, called 1865.....	77,550 00	49,199 80
5 per cent. 10-40 bonds, called 1864.....	1,160,300 00	225,650 34
5 per cent. Consol. bonds, called, 1865.....	498,650 00	11,868 21
5 per cent. Consol. bonds, called, 1867.....	1,592,300 00	222,574 86
5 per cent. Consol. bonds, called, 1868.....	480,650 00	80,051 15
5 per cent. loan, 1861, matured Dec. 31, 1880.....	1,165,000 00	22,653 00
1-10 to 5 per cent. treasury notes, prior to 1846.....	82,625 35	2,663 06
1-10 to 5 per cent. treasury notes, 1846.....	6,000 00	206 00
5 per cent. treasury notes, 1847.	950 00	57 00
5 to 6 percent. treasury notes, 1857.....	1,700 00	99 00
5 per cent. treasury notes, 1861.	3,000 00	364 50
5 to 10 per cent. 3 years' treasury notes, 1861.....	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.	44,675 00	2,245 86
5 per cent. 2 years notes, 1863.	35,750 00	1,932 99
5 per cent. compound interest notes, 1863-64.....	233,510 00	47,568 57
5 to 10 per cent. 3 years' treasury notes, 1864-65.....	143,050 00	6,179 04
5 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 5 per cent. temporary loan, 1864.....	2,900 00	244 19
5 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$6,193,455 26	\$743,877 02
DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$60,615 00	
Legal tender notes, 1862-63..	248,081,016 00	
Certificates of deposit.....	6,805,000 00	
Gold certificates, 1863.....	6,171,900 00	
Silver certificates, 1878.....	50,178,000 00	
Unclaimed interest.....		8,546 51
Fractional currency, 1862, 1863 and 1864.....	\$15,507,912 92	
Less amount estimated as lost or destroyed, not of June 31, 1879.....	\$3,756,984 00	
Aggregate of debt bearing no interest.....	\$117,029,339 92	\$8,546 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 5 per cent.....	\$198,578,003 00	
Bonds at 5 per cent.....	463,691,830 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,571,850 00	
Refunding certificates.....	775,950 00	
Navy pension fund, 5 percent.	14,000,000 00	
	\$1,683,317,250 00	\$17,385,807 15

Debt on which interest has ceased since maturity.....	6,093,455 26	743,877 02
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Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,741,681 00	
Certificates of deposit.....	6,805,000 00	
Coin and Silver Certificates.....	56,350,700 00	
Fractional currency.....	7,131,978 92	
	\$117,029,339 92	

Unclaimed interest.....		8,546 51
	\$2,086,440,655 18	\$18,133,230 63

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,104,578,285 86	
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AMOUNT IN TREASURY.

Interest due and unpaid.....	\$2,140,893 07
Debt on which interest has ceased.....	6,093,455 26
Interest thereon.....	743,877 02
Gold and silver certificates.....	56,350,700 00
U. S. Notes held for redemption of certificates of deposit.....	6,805,000 00
Cash balance available April 1, 1881.....	158,690,766 83
	\$239,814,692 23

Debt, less amount in Treasury, Apr. 1, 1881.....	\$1,872,763,593 63
Debt, less amount in Treasury, on the 1st ult. 1879.....	1,879,963,412 77

Decrease of debt during the month.....	\$6,192,819 13
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Decrease of debt since June 30, 1880.....	\$69,408,701 71
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BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.

Central Pacific bonds, 1862-64	\$25,885,120 00	\$383,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	478,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,553 40
St. Louis and Pacific bonds, 1862-64.....	1,623,320 00	24,424 80
Totals.....	\$64,623,512 00	\$869,352 63

Interest paid by United States, \$49,525,666 66; interest repaid by transportation of mails, &c., \$14,244,859 74; interest repaid by cash payments: 5 per cent net earnings, \$651,193 87; balance of interest paid by United States, \$34,628,908 66.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

The trustees of the Cincinnati Southern Railroad have given notice to the Cincinnati Southern Railroad Company, now operating the road under a license, that the license will terminate October 1, 1881. The trustees are required to give six months' notice of the termination of the license. This action is taken to indicate the purpose of the trustees to effect a sale or re-lease for a long time of the road, under the provisions of the act recently passed by the Legislature.

The quarterly statement of the funded indebtedness of the District of Columbia and late corporations of Washington and Georgetown for April 1 shows the total bonded debt to be \$22,182,450. The reduction of the debt by the operation of the sinking fund under the management of the Treasury Department has been \$641,900, and the reduction in the annual interest has been \$40,600 77.

The dividend of the Bank of England for the half year ended February 28 is 4 3/4 per cent being the fourth half-yearly dividend of that amount. The stock sells at about 275.

Philadelphia Stock Exchange.

Closing Prices for the week ending April 5.

W. 30 Th. 31. F. 1. Sa. 2. M. A. Tu. 3.				
Allegheny Val. 73-10.....	45	46	61	63
7s, Income.....	45	46	61	63
Jamden & Am. 6s, 1883.....	104	104	104	104
6s, 1889.....	104	104	104	104
Mort. 6s, 1889.....	104	104	104	104
Jamden and Atlantic.....	29	29	29	29
Preferred.....	121	121	121	121
1st mortgage.....	121	121	121	121
2d mortgage.....	20	21	21	20
Catawissa.....	62	62	62	62
Preferred.....	10	10	10	10
7s, new.....	10	10	10	10
Del. & Bound Brook.....	10	10	10	10
7s.....	10	10	10	10
Gimira & Williamsport.....	10	10	10	10
Preferred.....	10	10	10	10
Grant & B. Top Mt. 101.....	10	10	10	10
Preferred.....	10	10	10	10
2d mortgage.....	10	10	10	10
Lehigh Navigation.....	46	46	46	46
6s, 1884.....	106	106	106	106
Gold Loan.....	114	114	114	114
Railroad Loan.....	114	114	114	114
Conv. Gold Loan.....	119	119	119	119
Consol. Mort. 7s.....	60	60	60	61
Lehigh Valley.....	60	60	60	61
1st mort. 5s, coupon.....	119	119	119	119
1st mort. 5s, reg.....	119	119	119	119
2d mort. 7s.....	119	119	119	119
Consol. mort. 6s.....	119	119	119	119
Consol. mort. 6s, reg.....	119	119	119	119
Little Schuylkill.....	55	55	55	55
Minerhill & Sch. Haven.....	55	55	55	55
North Pennsylvania.....	55	55	55	55
1st mortgage 6s.....	106	106	106	106
2d mortgage 7s.....	122	122	122	122
Gen'l mort. 7s, coup.....	122	122	122	122
Gen'l mort. 7s, reg.....	122	122	122	122
Northern Central.....	49	49	49	49
5s.....	49	49	49	49
Northern Pacific.....	42	42	42	42
Preferred.....	71	71	71	71
Pennsylvania R. R. 6s.....	66	66	66	66
1st mortgage.....	66	66	66	66
Gen'l mortgage.....	66	66	66	66
Gen'l mort. reg.....	66	66	66	66
Consol. mort. 6s.....	120	120	120	120
Consol. mort. 6s, reg.....	120	120	120	120
Penn. State 6s, 3d series.....	104	104	104	104
do. 3d series.....	104	104	104	104
do. 5s, new.....	117	117	117	117
do. 4s.....	117	117	117	117
Phila. and Reading.....	31	31	31	31
1st Mortgage 6s.....	31	31	31	31
7s, of 1893.....	31	31	31	31
7s, new convertible.....	31	31	31	31
Consol. mortgage 7s.....	60	60	60	60
Consol. mortgage reg.....	60	60	60	60
Gen'l mortgage 6s.....	92	92	92	92
Philadelphia and Erie 28.....	28	28	28	28
1st mortgage, 6s.....	28	28	28	28
2d mortgage, 7s.....	117	117	117	117
Pittsb., Cin. & St. L. 7s.....	122	122	122	122
Pittsb., Titusv. & Rud. 20.....	20	20	20	20
7s.....	92	92	92	92
Schuylkill Navigation.....	13	13	13	13
Preferred.....	13	13	13	13
6s, 1872.....	85	85	85	85
6s, 1882.....	85	85	85	85
United Co. of N. Jersey 121.....	181	181	181	181
Hestonville, (Horse).....	19	19	19	19
Chestnut & Wal. (do).....	19	19	19	19
Green and Coates (do).....	93	93	93	93

Baltimore Stock Exchange.

Closing Prices for the week ending April 5.

W. 30 Th. 31. F. 1. Sat. 2. M. A. Tu. 3.				
Baltimore and Ohio.....	203	203	203	201
6s, 1880.....	203	203	203	203
6s, 1885.....	203	203	203	203
Central Ohio (\$50).....	203	203	203	203
1st mortgage.....	203	203	203	203
Marietta & Cincinnati.....	121	121	121	121
1st mortgage, 7s.....	90	90	90	89
2d mortgage, 7s.....	90	90	90	89
3d mortgage, 8s.....	46	46	46	45
Northern Central (\$50).....	49	49	49	48
2d mortgage, 6s 1885.....	109	109	109	109
3d mortgage, 6s, 1909.....	117	117	117	117
6s, 1900, Gold.....	117	117	117	117
6s, 1904, gold.....	114	114	114	114
Orange and Alex. 1st.....	126	126	126	126
2d mortgage, 6s.....	126	126	126	126
3d mortgage, 6s.....	126	126	126	126
4th mortgage, 8s.....	126	126	126	126
O. Alex. & Manassas 7/101.....	101	101	101	101
Pittsb. & Connellsv. 7s.....	81	81	81	81
Virginia 6s, Consol.....	95	95	95	95
Consol. Coupons.....	95	95	95	95
10-40 bonds.....	49	49	49	49
Deferred Certificates.....	15	14	15	19
Western Maryland.....	16	17	18	19
1st M. end. by Balt.....	136	136	136	136
2d M. do.....	122	122	122	122
3d M. do.....	112	112	112	112
1st M. endorsed.....	112	112	112	112
2d M. end. Wash. Co.....	108	108	108	108
3d M. do.....	108	108	108	108
City Passenger R. H.....	83	83	83	83

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 6.

	Th. 30.	F. 31.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
Adams Express.....	128	129	129	129	129	130
Albany and Susq.....	128	129	129	129	129	130
1st mortgage.....	128	129	129	129	129	130
2d mortgage.....	128	129	129	129	129	130
American Express.....	75	75	74	73	74	75
Atlantic & Pacific Tel. 461	75	75	74	73	74	75
Burl. C. R. & Nor.....	75	75	74	73	74	75
1st mortgage 6s.....	99	99	99	99	99	100
Canada Southern.....	81	81	81	80	80	80
1st mortgage guar.....	100	100	100	100	100	100
Central of N. Jersey.....	102	102	102	99	100	100
1st mortgage 1890.....	102	102	102	99	100	100
7s, consolidated, ass.....	102	102	102	99	100	100
7s, convertible, ass.....	102	102	102	99	100	100
7s, Income.....	102	102	102	99	100	100
Adjustment.....	102	102	102	99	100	100
Central Pacific.....	88	87	87	87	87	87
6s, gold.....	114	114	114	114	114	114
1st M. (San Joaquin).....	114	114	114	114	114	114
1st M. (Cal. and Or.).....	114	114	114	114	114	114
Land grant 6s.....	114	114	114	114	114	114
Chesapeake and Ohio.....	25	25	25	25	25	25
Chicago and Alton.....	138	138	138	138	138	138
Preferred.....	138	138	138	138	138	138
1st mortgage.....	138	138	138	138	138	138
Sinking Fund.....	138	138	138	138	138	138
Chic. & Burlington 163	164	164	164	165	165	165
7s Consol. 1905.....	127	127	127	127	127	127
Chic. & N. W. St. Paul 111	110	111	110	111	111	112
Preferred.....	110	111	110	111	111	112
1st mortgage.....	110	111	110	111	111	112
2d mortgage.....	110	111	110	111	111	112
7s, gold.....	110	111	110	111	111	112
1st M. (La Crosse div.).....	110	111	110	111	111	112
1st M. (L. and M. div.).....	110	111	110	111	111	112
1st M. (L. and D. ext.).....	110	111	110	111	111	112
1st M. (H. & D. div.).....	110	111	110	111	111	112
1st M. (C. & M. div.).....	110	111	110	111	111	112
Consolidated S. F. 122	124	124	122	122	122	122
Cons. & Northwestern 124	124	124	122	122	122	122
Preferred.....	124	124	122	122	122	122
1st mortgage.....	124	124	122	122	122	122
Sinking Fund 6s.....	124	124	122	122	122	122
Consolidated 7s.....	124	124	122	122	122	122
Consol. Gold bonds 125	124	124	122	122	122	122
Do. reg.....	124	124	122	122	122	122
Chic. Rock Isl. & Pac. 136	137	138	137	136	136	136
6s, 1917, c.....	137	138	137	136	136	136
Clev., Col. & Ind. 87	87	90	87	88	88	88
1st mortgage.....	87	90	87	88	88	88
Clev. & Pittsburgh guar. 132	132	132	132	132	132	132
7s, Consolidated.....	132	132	132	132	132	132
4th mortgage.....	132	132	132	132	132	132
Col., Ohl., & Ind. (Cent 25)	25	25	25	25	25	25
1st mortgage.....	25	25	25	25	25	25
2d mortgage.....	25	25	25	25	25	25
Del. & Hudson Canal 112	111	112	111	111	111	111
Reg. 7s, 1891.....	111	112	111	111	111	111
Reg. 7s, 1894.....	111	112	111	111	111	111
7s, 1894.....	111	112	111	111	111	111
Del., Lack. & Western 120	121	122	120	120	120	120
2d mortgage 7s.....	121	122	120	120	120	120
7s, Consol. 1907.....	121	122	120	120	120	120
Erie Railway.....	121	122	120	120	120	120
1st mortgage.....	121	122	120	120	120	120
2d mort. 6s, ext.....	108	107	107	107	107	107
3d mortgage.....	107	107	107	107	107	107
4th mort. 6s, ext.....	107	107	107	107	107	107
5th mortgage.....	107	107	107	107	107	107
7s, Consol. gold.....	128	128	128	128	128	128
Great Western 1st mort.....	110	111	111	110	110	110
Hanibal & St. Joseph.....	104	104	104	104	104	104
Preferred.....	104	104	104	104	104	104
8s, Convertible.....	104	104	104	104	104	104
Houston & Tex. Cent. 68	68	68	68	68	68	68
1st Mortgage.....	68	68	68	68	68	68
Illinois Central.....	136	136	136	136	136	136
Lake Shore & Mich. So. 131	130	131	129	129	129	129
Consol. 7s.....	129	129	129	129	129	129
Consol. 7s, reg.....	125	124	125	125	125	125
1d Consolidated.....	125	124	125	125	125	125
Leh. & W. B. 7s, Con.....	125	124	125	125	125	125
Long Dock bonds.....	125	124	125	125	125	125
Louisville & Nashville.....	91	92	91	91	91	91
7s Consolidated.....	118	118	118	118	118	118
Manhattan.....	38	38	38	38	38	38
Metropolitan Elevated.....	115	115	114	114	114	114
1st Mortgage.....	105	104	106	105	105	105
Michigan Central.....	113	113	111	112	112	112
7s, 1902.....	126	126	126	126	126	126
M. S. and N. I. 1st, S. F.....	122	122	122	122	122	122
Morris and Essex.....	122	122	122	122	122	122
1st mortgage.....	122	122	122	122	122	122
2d mortgage.....	122	122	122	122	122	122
7s of 1871.....	122	122	122	122	122	122
7s, Convertible.....	122	122	122	122	122	122
7s, Consolidated.....	122	122	122	122	122	122
N. Y. Cent. & Hud. Riv. 140	140	140	140	140	140	140
6s, Sinking fund, 1883.....	122	122	122	122	122	122
6s, Sinking fund, 1887.....	122	122	122	122	122	122
1st mortgage.....	122	122	122	122	122	122
1st mortgage, reg.....	122	122	122	122	122	122
N. Y. Elevated.....	124	123	122	122	122	122
1st mortgage.....	119	119	119	119	119	119
N. York and Harlem.....	119	119	119	119	119	119
Preferred.....	119	119	119	119	119	119
1st mortgage.....	119	119	119	119	119	119
1st mortgage, reg.....	119	119	119	119	119	119

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 6.

	Th. 30.	F. 31.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
N. Y. Lake Erie & W.....	48	47	48	47	47	47
Preferred.....	48	47	48	47	47	47
2d Consolidated.....	102	102	102	102	101	102
New 2d 5s fund.....	97	98	98	97	97	97
N. Y. N. Haven & Hart 175	175	175	175	175	175	175
North Missouri 1st M.....	42	42	42	42	42	42
North Pacific.....	42	42	42	42	42	42
Preferred.....	42	42	42	42	42	42
Ohio and Mississippi.....	44	43	44	43	43	43
Preferred.....	44	43	44	43	43	43
2d mortgage.....	44	43	44	43	43	43
Consolidated 7s.....	44	43	44	43	43	43
Consol. Sinking fund.....	44	43	44	43	43	43
Pacific Mail S. S. Co. 55	54	54	54	54	54	54
Pacific R. R. of Mo.....	54	54	54	54	54	54
1st mortgage.....	54	54	54	54	54	54
2d mortgage.....	54	54	54	54	54	54
Panama.....	237	241	237	241	241	241
Philadelphia & Reading 68	68	68	68	68	68	68
Pitts., Ft. W. & Chl. 132	132	132	132	132	132	132
1st mortgage.....	132	132	132	132	132	132
2d mortgage.....	132	132	132	132	132	132
Pullman Palace Car.....	145	145	145	145	145	145
Quicksilver Mining Co. 15	15	15	15	15	15	15
Preferred.....	62	64	62	64	64	66
St. Louis & San Fran.....	63	63	63	63	63	63
Preferred.....	63	63	63	63	63	63
St. L., Alton and T. H. 43	43	43	43	43	43	43
Preferred.....	129	128	127	127	127	127
1st mortgage.....	129	128	127	127	127	127
2d mort. preferred.....	129	128	127	127	127	127
Income bonds.....	129	128	127	127	127	127
St. L., Iron Mt. & S. A. 65	64	65	64	64	64	64
1st mortgage.....	112	112	112	112	112	112
2d mortgage.....	112	112	112	112	112	112
Tol. P. & W. 1st M. D.....	120	121	119	119	119	119
1st mort. West. Div.....	120	121	119	119	119	119
Union Pacific.....	114	114	114	114	114	114
1st mortgage.....	114	114	114	114	114	114
Land Grant 7s.....	121	121	121	121	121	121
Sinking Fund 6s.....	121	121	121	121	121	121
United States Express.....	57	57	57	57	57	57
Wabash.....	57	57	57	57	57	57
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
7s, Consolidated.....	110	110	110	110	110	110
St. Louis Division.....	110	110	110	110	110	110
Wabash, St. L. & Pac. 49	47	47	47	47	47	47
Preferred.....	89	89	89	89	89	89
New Mort. 7s.....	110	110	110	110	110	110
Wells-Fargo Express.....	110	110	110	110	110	110
Western Pacific bonds.....	109	109	109	109	109	109
Western Union Tel.....	114	114	114	114	114	114
7s, S. F. conv., 1900.....	114	114	114	114	114	114

Boston Stock Exchange.

Closing Prices for the week ending April 6.

	Th. 30.	F. 31.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
Atch., Top. and Sab. Fe. 189	189	189	189	189	189	189
1st mortgage.....	120	120	120	120	120	120
2d mortgage.....	120	120	120	120	120	120
Land Grant 7s.....	119	119	119	119	119	119
Boston and Albany.....	167	167	167	167	167	167
7s, reg.....	167	167	167	167	167	167
Boston and Lowell.....	101	101	101	101	101	101
Boston and Maine.....	149	149	149	149	149	149
Boston and Providence.....	161	161	161	161	161	161
Boston, Hart. & Eriets 60	60	60	60	60	60	60
Burl. & Mo. R. L. G. 7s.....	100	100	100	100	100	100
Burl. & Mo. R. in Feb.....	100	100	100	100	100	100
6s, exempt.....	89	89	89	89	89	89
Chl., Burl. and Quincy.....	104	104	104	104	104	104
7s.....	104	104	104	104	104	104
Chl., Sand. & Cleve. (\$50) 30	30	30	30	30	30	30
Concord (\$50).....	100	100	100	100	100	100
Connecticut River.....	39	37	37	37	37	37
Eastern.....	104	104	104	104	104	104
New 4 Bonds.....	143	143	143	143	143	143

000,000 bears 3 per cent. Interest has ceased on \$5,098,465, and \$417,029,340 bears no interest, being in the shape of legal tenders, certificates of deposit, gold and silver certificates, and fractional currency. In the past month 6 per cent bonds were reduced \$5,887,950, and 5 per cent bonds \$5,729,800. In addition to the above there are outstanding \$64,623,512 in bonds issued to the Pacific Railroad Companies and known as the currency 6s.

The payments from the United States Treasury in March, other than interest or principal of the public debt, were as follows: On account of civil and miscellaneous \$1,917,331 49; war \$2,296,271 18; navy, \$1,204,077 03; interior (Indians) \$383,883 66, and do. (pensions) \$3,322,178 58—total, \$17,073,241 94.

The coinage executed at the United States Mint in March was as follows: Gold, 1,381,226 pieces, value \$10,780,010; silver, 2,801,000 pieces, value \$2,299,925; base 2,814,200 pieces, value \$28,226. Total, 6,496,466 pieces, value \$13,058,161.

The closing quotations on Thursday were: Adams Express, 129@131; American Express, 76@78; American District Telegraph, 55½@56; Atlantic and Pacific Telegraph, 47@48; Chicago, Burlington and Quincy, 164½@164¾; Canada Southern, 80@80½; Central Pacific, 89@89½; Chicago and Northwestern, 123½@123¾; do. pref., —@187; Chicago and Alton, 135@138; Chicago, Milwaukee and St. Paul, 113½@114¼; do. pref., 123½@123¾; Chicago, Rock Island and Pacific, 137@137½; Cleveland, Columbus, Cincinnati and Indianapolis, 88½@89; Columbus, Chicago and Indiana Central, 24½@25; Delaware and Hudson Canal, 111½@111¾; Delaware, Lackawanna and Western, 121¼@121½; Hannibal and St. Joseph, 57¾@58¼; do. pref., 102½@103; Illinois Central, 137@137½; Lake Erie and Western, 51½@52¼; Lake Shore and Michigan Southern, 130¾@131; Metropolitan Elevated, 113¾@—; Manhattan Elevated, 88¾@88¾; Michigan Central, 112¼@—; New York Elevated, 122½@123½; New York, Lake Erie and Western, 47¾@47¾; do. pref., 87½@88; New York, Ontario and Western, 35¾@36; New York Central and Hudson River, 146@146½; Ohio and Mississippi 43¾@44¾; Panama, —@247½; Pacific Mail, 53¾@53¾; St. Louis, Iron Mountain and Southern, 65@65½; St. Louis, Alton and Terre Haute, 42¾@46; do. pref., 127½@128; Texas and Pacific, 56@56½; Union Pacific, 119¾@120; United States Express, 59@59½; Wells Fargo Express, 118@119; Western Union Telegraph, 115¾@116; do. ex. div., 80½@80¾; Wabash, St. Louis and Pacific, 47¾@47¾; do. pref., 90½@90¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Atchison, Colorado and Pacific 1st, 102; Am. Dock and Imp. Co. 7s, 132; Boston and New York Air Line, 47½; Boston, Hartford and Erie 1st, 60¾; Chicago, St. Paul and Minneapolis, 1st, 111¾; Chicago, St. Louis and New Orleans, 74¾; Chesapeake and Ohio 1st pref., 42¾; do. 2d pref., 31¾; do. cur. int. def., 57¾; do. 1st, Series B, 85; Chicago, St. Paul, Minneapolis and Omaha, 48; do. pref., 99¾; do. consol., 104;

Cincinnati, Sandusky and Cleveland, 61½; Cedar Falls and Minnesota, 23; Central Iowa 1st, 112¾; Chicago, Milwaukee and St. Paul 1st, La C. and Dav. div., 98½; do. S. W. div. 6s, 107½; do. S. M. div. 6s, 107; Col., Chi. and Ind. Cent. 1st Trust Co. certifi. ass. sup., 108½; do. Inc. 69¾; Cairo and Fulton 1st, 110¾; Chicago, Burlington and Quincy 8s, 108; Denver and Rio Grande, 107; do. 1st, 118¾; do. 1st consol., 118¾; Danbury and Norwalk, 71¾; Delaware and Hudson 1st, Penn. div., 122; Denver, South Park and Pacific 1st, 107½; Flint and Pere Marquette 1st, 110; Iowa Midland 8s, 132; International and Gr. Northern, 70; do. Inc., 95½; Inl., Bloom. and Western, 83½; do. 1st, 90; do. 2d, 81; do. Inc., 84¾; Indianapolis, Decatur and Springfield 1st, 104½; do. 2d, 60; Kansas Pacific 1st consol., 107; do. 6s, Denver Div. ass., 109; Keokuk and Des Moines, 19; do. pref., 48; do. 1st, 102½; Lake Shore div. bonds, 121¼; Laf., Bloom. and Muncie 1st, 109; Lehigh and Wilkesbarre Inc., 96½; do. consol. ass., 111; Louisville and Nashville Gen'l mort., 6s, 105½; Lake Erie and Western, 52; do. 1st, 109; Louisiana and Missouri River, 27; do. 2d, 116; Louisville, New Albany and Chicago 1st, 103; Marietta and Cincinnati 1st pref., 13½; do. 2d pref., 8¾; Mobile and Ohio, 26¾; do. 1st debent., 87½; do. 2d debent., 68½; do. 3d debent., 57; do. 4th debent., 44; do. 1st mort., 110½; Missouri, Kansas and Texas, 46½; do. consol. ass., 108; do. 2d, 83¾; do. 6s, 92; Milwaukee, Lake Shore and Western, 46; Manhattan Beach, 44; Memphis and Charleston, 42; Missouri Pacific 1st consol., 107¾; Metropolitan Elevated 2d, 97; Minneapolis and St. Louis 1st, guar., 125; Nashville, Chattanooga and St. Louis, 77½; New York, Ontario and Western, 36½; New Jersey Southern 6s, guar., 101¼; New York, Pennsylvania and Ohio Inc., 65½; Ohio Central, 30¾; do. 1st, 104; do. Inc., 62¾; Oregon Railway and Nav., 146; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 116½; Peoria, Decatur and Evansville, 88¾; do. 1st, 105; do. Inc., 80; Rome, Watertown and Ogdensburg, 25; do. 1st consol., 86¾; St. Paul, Minn. and Man., 92; do. 1st Dakota Ext., 107¾; do. 2d, 102½; St. Paul and Duluth, 38¾; do. pref., 73; St. Louis and San Francisco 2d, class A, 102¾; do. B, 88¾; St. Louis and Iron Mt., 1st pref. inc., 95¾; do. 2d pref. inc., 89; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 101; do. Clarinda Branch 1st, 98; do. Omaha div. 1st, 116¾; South Pacific 1st, 104¾; Southern Pacific of California 1st, 101¾; St. Paul and Sioux City 1st, 109; Texas and Pacific, 56½; do. income L. G., 85; do. 1st Rio Grande div., 97¾; Toledo, Peoria and Western 1st, 116¾; Toledo, Delphos and Burlington Inc., 48; Wabash, St. Louis and Pacific 6s, Gen'l mort., 99; do. Havana div. 1st, 100; do. Chicago div., 93½; Winona and St. Peter 2d, 109; Arkansas 7s, 15¾; do. 7s, L. R. & F. S., 10¾; Alabama Class A, 71¾; Georgia 7s, new, 118; Louisiana 7s, consol., 62; Missouri 6s, 1896, 109¾; North Carolina 6s, S. T., 3d class, 9; do. Fund Act 1866, 18; do. Chatham R. R., 6¾; do. consol. 4s, 85; South Carolina 6s, non-fund., 8¾; Tennessee 6s, old, 72½; do. new, 72; do. new series, 73; Virginia 6s, def., 20¾; do. 6s, consol., ex-mat. coupon, 82¾; American

Union Tel., 78; Am. Dist. Tel., 58; Canton Co., 61; Sutro Tunnel, 1½; Colorado Coal and Iron, 56½; do. 6s, 96; Consolidation Coal, 37; New Central Coal, 29; Central Mining Co., 5; Caribon, 2½; Deadwood 10; Homestake, 26½; Little Pittsburg, 3; Mariposa, 4½; do. pref., 6; Ontario, 36½; Silver Cliff, 5; Standard, 24; Starmont, 2.

Philadelphia—Allegheny Valley Income scrip, 54; Am. S. S. Co., 31; do. 6s, 110½; Buffalo, Pittsburg and Western, 20½; do. pref., 27; Central Transp. Co., 47½; Catawissa new pref., 51; Chesapeake and Delaware Canal 6s, 90½; Harrisburg, Portsmouth, Mt. Joy and Lancaster R. R., 64; Huntingdon and Broad Top Mt. consol., 7s, 98; Nesquehoning Valley R. R., 58¾; Pennsylvania Canal 6s, 97¾; Pennsylvania Company 6s, 107; Philadelphia and Reading R. R. scrip, 64½; do. consol. mort. gold 6s, 114; do. Income 7s, 80; People's Pass. R. W. 6s, 107; St. Paul and Duluth pref., 74¾; Schuylkill Nav. Imp. 6s, 60; Steubenville and Indiana 7s, J. & D., 106; do. A. & O., 106½; Texas and Pacific 1st mort., 106; do. consol. mort. 6s, 108; Union and Titusville 7s, 102; Westchester and Philadelphia 7s, 120¼; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 127@129; do. 4s, new, 106½@113; Pennsylvania State 6s, 2d series, 101@101½; do. 3d series, 104¾@105; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 81½@81¾; do. consol. mort. 7s, coup., 123¾@124½; do. reg., 123¾@124; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 180¾@181; Buffalo, Pittsburg and Western, 20½@20¾; Pittsburg, Titusville and Buffalo 7s, 94¾@95¼; Camden and Amboy mort. 6s, 1889, 115½@116; Pennsylvania R. R., 67¾@67¾; do. gen'l mort., coupon, 124¾@125; do. reg., 126¾@127¾; do. consol. mort. 6s, reg., 119@119¼; Little Schuylkill R. R., 63@54; Morris Canal pref., 164@170; Schuylkill Nav., 5¾@6; do. pref., 18¾@18¾; do. 6s, 1882, 83¾@86; do. 1872, 102¾@103¾; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 98@100; Lehigh Coal and Navigation, 46½@46¼; do. 6s, 1884, 106¾@107; do. R. R. loan, 115@115½; do. Gold Loan, 114@114½; do. consol. 7s, 118¾@119¼; Northern Pacific, 43½@43¾; do. pref. 70¾@73; North Pennsylvania, 57¾@58; do. 6s, 106@107½; do. 7s, 122@122½; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 27½@27¾; do. 6s, 102¾@102¾; do. 7s, 117@117¾; Minehill, 58½@58¾; Catawissa, 20@20¼; do. pref., 51½@52½; do. new pref., 51@51¼; do. 7s, 1900, 120@—; Lehigh Valley 61@61½; do. 6s, coupon, 121@125; do. reg., 122@122½; do. 2d mort. 7s, 185@186; do. consol. mort., 118½@119; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 70@75; Spruce and Pine, 55¾@56¾; Green and Coates, 85@96; Chestnut and Walnut, 100@105; Hestonville, 19¾@20¼; Germantown, 70@75; Union, 119@122½; Lombard and South, 24¾@25; West Philadelphia, 90@91; People's, 23¾@23¾; Continental, 106@108.

Boston—Atchison, Topeka and Santa Fe 7s, guar., 116¾; do. 5s, 1909, 100; Boston and Maine 7s, 1893, 126; Boston, Clinton and Fitch-

burg 6s, 1910, 103; Boston and Albany 7s, 1892, 126½; Boston Land, 10½; Boston Water Power, 11½; Brookline Land, 5½; Boston, Clinton, Fitchburg and New Bedford, 46; do. pref., 127; Boston, Revere Beach and Lynn, 120; do. 6s, 1897, 115; Boston and Lowell, 7s, 1895, 123; Concord and Portsmouth 6s, 185½; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 105; do. Wisconsin Valley div., 6s, 101; Chicago and West Michigan, 81½; Connecticut and Passumpsic Rivers pref., 85; do. 7s, 116; Cincinnati Sandusky and Cleveland 7s, 118½; Cheshire pref., 67; do. 6s, 1896, 110; Connotton Valley, 24; do. 7s, 1910, 92½; Cedar Rapids and Missouri River, 150; do. 7s, 1891, 118½; Chicago, Burlington and Quincy 5s, 1901, 101½; Detroit, Lansing and Northern pref., 109; Eastern (N. H.) R. R., 98; Flint and Pere Marquette, pref., 89½; Fort Scott Branch 7s, 110; Illinois Grant Truck 8s, 1890, 116½; Iowa and Lansing 8s, 1889, 121½; Kalamazoo, Alleghen and Grand Rapids 8s, 1888, guar., 112½; Kansas City, Lawrence and Southern 4s, 104; Kansas City, St. Joseph and Council Bluffs 7s, 119; Kansas City, Fort Scott and Gulf, 92; do. pref., 124½; do. 7s, 112; Kansas City and Cameron 10s, 1892, 125; Little Rock and Ft. Smith, 78; do. 7s, 114; Louisiana and Missouri River, 80; do. pref., 45; Mexican Central Blocks, new, 102½; Marquette, Houghton and Ontonagon, 35; do. pref., 76; do. 6s, 98; Massachusetts Central, 20; do. 6s, 98; Metropolitan Horse 7s, 1881, 107½; New Mexico and Northern Pacific 7s, 116½; do. 6s, 98½; New York and New England 6s, 106½; Nashua and Rochester, 56½; Old Colony 6s, 1896, 117½; do. 7s, 1894, 126; Ogdensburg and Lake Champlain Income, 60; do. 6s, 94; Oregon Railway and Nav. 6s, 105½; Portsmouth, Gt. Falls and Conway, 24; Quincy Railroad Bridge, 150½; Quincy, Alton and St. Louis 5s, guar., 95; Rutland pref., 28½; do. 6s, 1898, 78; Republican Valley 6s, W. D., 104; Sonora Blocks, 190; Summit Branch, 25½; Stanstead, Shefford and Chambly, 7s, 1887, 40; Toledo, Delphos and Burlington, 14½; do. Income, 45; Vermont 7s, 1886, consol. coupon off, 10½; Wisconsin Central, 28; do. pref., 50; do. 7s, 75; do. 2d series, 60; Boston City 6s, 1894, 122½; Chicago 7s, 1890, 118½; Cincinnati 7-80s, 1902, 104½; Massachusetts 6s, 1894, 103½; New Hampshire 6s, 1897, 120; Atlantic Mining Co., 12½; Allouez, 2¾; Blue Hill, 4½; Catalpa, 2¾; Copper Falls, 10; Crescent, 1½; Contentment, 2¾; Duncan, 3½; Douglas, 3¾; Franklin, 13; Huron, 4; Harshaw, 11½; National, 75c; Osceola, 35; Pewabic, 16½; Phoenix, 2½; Ridge, 4; Sullivan, 5½; Silver Islet, 25; Star, 1½.

Baltimore.—Atlanta and Charlotte, 73; do. 1st, 108½; do. Inc., 89; Baltimore City 6s, 1890, 117½; do. 5s, 1894, 118½; do. 5s, 1916, 123½; Charlotte, Columbia and Augusta 1st, 108; do. 2d, 99¾; Consolidation Coal, 38¾; Maryland Defense 6s, 107½; Parkersburg Branch, 10; Richmond and Danville, 92½; Virginia Peckers, 34; Virginia 10-40 coupons, 95½; Virginia Black Scrip, 14; Wilmington, Columbia and Augusta 6s, 108. The latest quotations are: Atlanta and Charlotte, 72½@74; do. 1st, 107¾@108; do. Income, 88¾@89; Baltimore and Ohio, 200@207½; do. 6s, 1895, 107@107½; Central Ohio

1st mort., 113¾@114½; Charlotte, Columbia and Augusta 2d, 98¾@99½; Chesapeake and Ohio Canal 6s, 82½@85; Marietta and Cincinnati 1st, —@121½; do. 2d, 90¾@91; do. 3d, 46¾@47; Northern Central, 5s, 1926, 99@—; do. 6s, 1904 gold, 115½@—; Orange, Alex. and Manassas 7s, 100½@101½; Pittsburg and Connellsville 7s, 123@125½; Richmond and Danville R. R., 92@93; Union Canal, Ind. by Canton Co., 119½@120; Virginia and Tennessee 2d, 102¾@103; Western Maryland, 19@20; do. 2d pref., 108¾@109½; Wilmington, Columbia and Augusta, 6s, 108@110; South Side (Va.) 3d mort., 102@105; Virginia Consols, 82½@82½; do. 2d series, 35¾@35½; Virginia 10-40 bonds, 51½@51½; Baltimore City 5s, 1894, —@118½; do. 5s, 1916, 123½@—; do. 6s, 1886, new, —@110½; do. 6s, 1890, 117½@118; do. 6s, 1892, 125@130; do. 6s, 1893, 122¾@122½; Consolidation Coal, 36½@40.

Chicago Union Depot.

The new Union Depot in Canal Street, Chicago, built and owned by the Pittsburg, Fort Wayne and Chicago Railway Company, and for which ground was broken about a year ago, was completed and turned over to the company on the 1st inst. It is one of the most magnificent depots in the country, having cost \$1,000,000. The iron shed covering six tracks is 1,200 feet long and 157 wide. The main building is three stories, built in fine architectural lines, of Philadelphia press brick, and faces 200 feet on Canal street, with a depth of 57 feet. In this are all the offices, parlors, reception, and smoking rooms, lunch-room, and dining-room the latter with a 25 feet ceiling. All the work is good, and the various departments are finished in the finest style of the decorators' art. This depot will be used in common by the Pittsburg, Fort Wayne and Chicago, the Chicago, Burlington and Quincy, Chicago and Alton, Chicago, Milwaukee and St. Paul, and Pittsburg, Cincinnati and St. Louis Railroads, and 110 passenger trains will leave it daily.

The following is a statement of revenue and expenditure on account of the Consolidated Fund of the Dominion of Canada as by returns furnished to 31st March, 1881: Customs, \$1,619,340 15; Excise, \$385,992 55; Post Office, \$91,285 77; Public Works, including railways, \$190,851 80; Bill Stamps, \$18,245 17; Miscellaneous, \$106,971 30. Total in March, \$2,406,186 74; Revenue to 28th February, \$18,584,390 69. Grand total \$20,991,077 43. Expenditure in March, \$1,063,100 37; expenditure to 28th February, \$15,794,950 46. Total expenditure \$16,857,650 83.

In accordance with a decree of the United States Court, the Spartanburg and Asheville Railroad was sold at Spartanburg, S. C., on the 4th inst., to Joseph Walker, representing a committee of bondholders, for \$111,000. It is understood that the sale was in the interest of the Spartanburg, Union and Columbia Railroad, with which the Asheville road connects at Spartanburg.

Erastus P. Carpenter, President, and Edward Appleton, Chief Engineer, of the New York, Boston, Albany and Schenectady Railroad Co., have filed a profile of the route of the road through

Albany County. It will be constructed in connection with the Albany and Greenbush Bridge and will extend from the western terminus of the bridge to Schenectady, and from Albany to New York upon the east side of the Hudson river.

The Concord (N. H.) Horse Railroad Company commenced running cars on the 1st inst.

WANTED.

DETROIT MUNICIPAL BONDS.
DETROIT AND BAY CITY R. R. BONDS.

BUY AND SELL.

SCIOTO VALLEY R. R. FIRST 7s, DUE 1896.
SCIOTO VALLEY R. R. CONSOL. 7s, DUE 1910.
CAR TRUST CERTIFICATES.
CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

D. A. Easton,

With BOODY, McLELLAN & CO.,
55 BROADWAY, N. Y.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits IN STERLING.

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadeloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

Paine & Webber,

BANKERS AND BROKERS,

Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	Jan. '81	Little Schuylkill 100	2,044,100	J. & J.	Jan. '81	Ware River 100	775,000	J. & J.	July '80
Ashuelot 100	210,000	quarterly	Oct. '79	Louisville & Nashville 100	18,130,000	F. & A.	Feb. '81	Warren (N. J.) 100	1,800,000	A. & O.	Jan. '80
Atch. Top. & Santa Fe 100	10,400,000	quarterly	Feb. '81	Louisville, N. Alb. & Ohl. 100	3,000,000	J. & D.	Dec. '79	Warwick Valley 100	225,000	J. & J.	July '80
Atlanta and West Point 100	1,232,200	J. & J.	July '80	Lowell and Andover 100	500,000	J. & J.	July '80	Westchester & Phil. pref. 100	821,300	J. & J.	July '80
Atlantic and St. Law. 100	5,000,000	M. & S.	Sept. '80	Lowell and Lawrence 100	200,000	A. & O.	Apr. '78	West Jersey 100	1,559,750	P. & A.	Nov. '79
Augusta and Savannah 100	1,022,500	J. & D.	June '80	Lykens Valley 100	600,000	F.M.A.N.	Feb. '79	Wilmington & Weldon 100	1,455,200	J. & D.	Nov. '79
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '78	Manchester and Law. 100	1,000,000	M. & N.	Nov. '80	Winchester & Potomac 100	180,000	J. & J.	Jan. '81
Baltimore and Ohio 100	14,218,800	M. & N.	Nov. '80	Marietta & Cincinnati 50	1,405,912	— & —	— & —	Winchester & Strasburg 100	600,000	J. & J.	Jan. '81
Washington Br. 100	4,549,578	J. & J.	Jan. '81	" 1st pref. 50	8,130,719	M. & S.	Sep. '66	Worcester and Nashua 75	1,789,800	J. & J.	Jan. '81
Berkshire 100	800,000	quarterly	Apr. '81	" 2d pref. 50	4,450,888	M. & S.	Sep. '66				
Boston and Albany 100	20,000,000	quarterly	Apr. '81	Massachusetts 100	400,000	F. & A.	Feb. '81				
Bos. Clin. F. & N. Bed. 100	1,297,000	— & —	— & —	Memphis & Charleston 25	8,312,725	J. & D.	Jan. '69				
Agricultural Br. guar. 100	1,750,100	— & —	— & —	Metropolitan Elevated 100	6,500,000	quarterly	Apr. '81	Albany City 100	110,300	— & —	— & —
Bost. & Mont. pref. 100	60,000	J. & D.	June '76	Michigan Central 100	18,738,204	quarterly	May '81	Baltimore City 25	1,000,000	J. & J.	Jan. '81
Boston and Lowell 100	3,250,000	M. & N.	Nov. '80	Middlesex Central 100	2,136,584	F. & A.	Feb. '81	Balt. Cat. & El. Mills 100	— & —	J. & J.	Jan. '80
Boston and Maine 100	6,921,274	M. & N.	Nov. '80	Mill Creek & Minehill 50	323,375	J. & J.	Jan. '81	Boston & Chelsea pref. 50	121,000	A. & O.	Apr. '81
Boston and Providence 100	4,000,000	M. & N.	Nov. '80	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	Jan. '81	Broadway (Brooklyn) 100	200,000	J.A.O.	Apr. '78
Attleborough Branch 100	131,700	J. & J.	Jan. '81	Missouri Pacific 100	2,416,000	quarterly	Apr. '81	Broadw. & 7th Av. (N.Y.) 100	4,100,000	J.A.O.	Apr. '79
Bost. Revere B. & Lynn 100	350,000	J. & J.	Jan. '81	Mobile & Montgomery 100	2,794,800	F. & A.	Feb. '80	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79
Buffalo, N. Y. and Erie 100	950,000	J. & D.	Dec. '80	Morris and Essex 50	16,000,000	J. & J.	Jan. '81	Brooklyn City 100	2,000,000	F.M.A.N.	Aug. '79
Burl. & M. Riv. in Feb. 100	3,537,800	quarterly	Feb. '70	Mt. Carbon & Pt. Carbon 50	232,350	J. & J.	Jan. '81	Bushwick (Brooklyn) 100	309,000	J. & J.	July '71
Camden and Atlantic 50	377,400	quarterly	Apr. '80	Nashua and Lowell 100	800,000	M. & N.	Nov. '80	Cambridge 100	905,000	J.A.O.	Apr. '81
Camden & Burl. Co. 100	385,811	quarterly	Apr. '80	Nashua and Rochester 100	1,305,800	A. & O.	Apr. '81	Can. Park, N. & E. Riv. 100	1,058,400	J. & J.	Jan. '79
Orpe May and Millville 50	381,925	J. & J.	Jan. '81	Nashville and Decatur 100	1,529,000	J. & D.	Dec. '79	Citizens' (Ph.) 50	500,000	M. & N.	Jan. '78
Catawissa 100	447,000	J. & D.	June '80	Nash, Chat. & St. Louis 25	5,575,256	A. & O.	Apr. '80	Citizens' (Phg.) 50	200,000	J. & N.	Nov. '77
" pref. 50	1,159,500	Oct. 'ber	Oct. '80	Naugatuck 100	2,000,000	J. & J.	Jan. '81	Coney Island & Brookl. 100	500,000	A. & O.	Oct. '80
" 2d pref. 50	2,200,000	M. & N.	Nov. '80	Nesquehoning Valley 50	1,000,000	M. & S.	Mar. '81	Continental (Phila.) 50	150,000	J. & J.	Jan. '81
Cayuga and Susq. 100	689,110	J. & J.	Jan. '80	N. Castle & Beaver Val. 50	1,800,000	quarterly	July '80	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	May '79
Cedar Rapids & M. R. 100	6,850,400	F.M.A.N.	Feb. '81	N. Haven & Northamp. 100	605,000	quarterly	Oct. '78	Elizbeth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '79
" pref. 100	769,000	F. & A.	Feb. '81	New London Northern 100	1,418,800	quarterly	Oct. '81	42nd St. & G. St. Ferry 100	745,000	M. & N.	May '79
Central of Georgia 100	7,600,000	J. & D.	June '80	N.Y. Cen. & Hudson R. 100	89,428,330	quarterly	Apr. '81	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80
Central of New Jersey 100	18,553,200	quarterly	Apr. '78	New York and Harlem 100	8,500,000	J. & J.	Jan. '81	Germantown (Ph.) 50	1,000,000	J. & J.	July '80
Central Ohio 100	2,425,000	J. & J.	Jan. '81	" pref. 100	1,500,000	J. & J.	Jan. '81	Girard College (Ph.) 50	500,000	J. & J.	July '71
" pref. 50	400,000	F. & A.	Feb. '81	City Line 100	2,000,000	annually	Apr. '81	Grand St. and Newton 100	170,000	J. & J.	July '71
Central Pacific 100	54,275,500	F. & A.	Feb. '81	New York & Long Br. 100	2,000,000	quarterly	Apr. '81	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79
Chemung 100	880,000	quarterly	July '80	New York Elevated 100	6,500,000	quarterly	Apr. '81	Heston, Mantau & Farm. 50	2,050,000	J. & J.	Jan. '75
Cheshire, preferred 100	2,185,300	J. & J.	July '80	N.Y., Lake Erie & West. 100	77,107,700	— & —	— & —	Highland 100	800,000	J. & J.	Jan. '80
Chicago and Alton 100	10,905,400	M. & S.	Mar. '81	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '81	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79
" pref. 100	2,425,400	M. & S.	Mar. '81	N. Y., Provid. & Boston 100	3,000,000	quarterly	Feb. '81	Lynn and Boston 100	200,000	annually	Nov. '80
Chicago, Burl. & Quincy 100	21,004,456	M. & S.	Mar. '81	Nisg. Bridge & Canand 100	1,000,000	J. & J.	July '80	Malden and Melrose 100	200,000	— & —	— & —
Chil. Clin. Dub. & Minn. 100	6,156,000	A. & O.	Apr. '81	North Carolina 100	4,000,000	M. & S.	Mar. '80	Metropolitan (Boston) 100	1,500,000	J. & J.	Jan. '81
Chicago, Iowa & Neb. 100	3,916,200	J. & J.	Jan. '81	N. Eastern (S.C.) pref. 100	96,000	M. & N.	Nov. '77	Middlesex (Boston) 100	650,000	M. & N.	Nov. '80
Chil. Mil. and St. Paul 100	15,404,261	A. & O.	Apr. '81	North Pennsylvania 100	4,527,154	quarterly	Feb. '81	N.Y. Bay Ridge & Jam. 100	102,540	— & —	Oct. '78
" pref. 100	12,279,483	A. & O.	Apr. '81	Northern Central 100	5,842,000	A. & O.	Jan. '81	Ninth Avenue (N.Y.) 100	797,320	— & —	— & —
Chicago & N. Western 100	14,983,257	J. & D.	Dec. '80	Northern N. Hampshire 100	8,058,400	J. & D.	Dec. '80	Orange and Newark 100	282,555	— & —	— & —
" pref. 100	21,625,553	quarterly	Mar. '81	Northern New Jersey 100	1,000,000	J. & J.	July '77	People's (Phila.) 25	205,000	— & —	July '79
Chicago, R. I. & Pacific 100	50,000,000	F. & A.	Feb. '81	Norwich & Worcester 100	2,804,400	J. & J.	Jan. '81	Philadelphia City 50	475,000	J. & J.	Jan. '81
Chicago & West Mich. 100	6,181,000	F. & A.	Feb. '81	Ogdensab. & L. Champl. 100	3,077,000	J. & J.	July '76	Philadelphia and Darby 20	200,000	J. & J.	July '72
Chin. Ham. & Dayton 100	8,800,000	A. & O.	Oct. '80	Ohio and Mississippi 100	20,000,000	quarterly	Apr. '78	Phila. and Grey's Ferry 50	234,775	J. & J.	Jan. '78
Cin. Sand. & Clev. pref. 50	429,937	M. & N.	Nov. '80	" pref. 100	4,030,000	J. & D.	Mar. '75	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78
Clev. Col. Cin. & Ind. 100	14,991,300	F. & A.	Feb. '81	Old Colony 100	713,800	J. & J.	Jan. '81	Ridge Avenue (Ph.) 50	750,000	A. & O.	Apr. '80
Cleveland & Mahoning 50	2,057,559	M. & N.	Nov. '79	Oregon Railway & Nav. 100	4,435,000	quarterly	May '81	Second Avenue (N.Y.) 100	1,199,500	J.A.O.	Oct. '78
Cleveland & Pittsburgh 50	11,236,150	F. & A.	Feb. '81	Oswego and Syracuse 100	482,400	F. & A.	Aug. '81	Second & Third St. (Ph.) 50	922,100	quarterly	Jan. '79
Columbus and Xenia 50	1,786,200	M.J.S.D.	Mar. '81	Panama 100	7,000,000	quarterly	Feb. '81	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '81	Paterson and Hudson 100	632,000	J. & J.	Jan. '81	Sixth Avenue (N.Y.) 100	750,000	M. & N.	Nov. '77
Concord 100	1,500,000	M. & N.	Nov. '80	Paterson and Newark 100	250,000	J. & J.	Jan. '81	Jomerville (Boston) 100	115,000	M. & N.	Nov. '80
Concord and Ports 100	880,000	J. & D.	Dec. '80	Paterson and Ramapo 100	248,000	J. & J.	Apr. '81	South Boston 100	60,000	J. & J.	Jan. '81
Conn. & Passump. Riv. 100	2,176,704	F. & A.	Feb. '81	Pemb. & Hightstown 50	342,150	J. & J.	July '80	Third Avenue (N.Y.) 100	2,000,000	F.M.A.N.	Nov. '80
Connecticut River 100	2,100,000	J. & J.	Jan. '81	Pennsylvania 100	68,970,200	M. & N.	Nov. '80	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '81
Cumberland Valley 50	1,292,950	J.A.O.	Jan. '81	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '81	23d street (N.Y.) 100	600,000	J. & J.	Jan. '79
" 1st pref. 50	241,900	A. & O.	Oct. '80	Philadelphia and Erie 50	6,004,300	J. & J.	Feb. '81	Union (Boston) 100	374,300	J. & J.	Jan. '80
" 2d pref. 50	243,000	A. & O.	Oct. '80	" pref. 50	2,400,000	J. & J.	Jan. '75	Union (Phila.) 50	400,000	J. & J.	July '80
Danbury and Newrit. 50	600,000	quarterly	Mar. '81	Phil. Ger. & Norristown 50	1,026,250	M.J.S.D.	Mar. '81	West Philadelphia 50	400,000	J. & J.	July '77
Dayton & Michigan 50	2,401,528	A. & O.	Oct. '80	Philadelphia & Reading 50	32,726,375	quarterly	Jan. '78				
" pref. 50	1,211,250	quarterly	Jan. '81	" pref. 50	1,551,800	quarterly	July '78				
Delaware 100	2,130,950	J. & J.	Jan. '81	Phila. and Trenton 100	1,259,100	quarterly	Apr. '81				
Del. & Bound Brook 100	1,584,400	quarterly	Feb. '81	Phila., Wil. & Balt. 50	11,572,700	J. & J.	Jan. '81				
Del. Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81	Pitts. W. & Ohl. 100	19,714,285	quarterly	Apr. '81				
Detroit, Lans. & Nor. 100	1,874,000	F. & A.	Aug. '80	" Special Imp. 100	6,504,300	quarterly	Apr. '81				
" pref. 100	2,503,300	F. & A.	Apr. '81	Pittsfield & N. Adams 100	460,000	J. & J.	Jan. '80				
Dubuque & Sioux City 100	6,000,000	A. & O.	Apr. '81	Portl. & Saco & Portsm. 100	1,500,000	J. & J.	July '80				
East Pennsylvania 50	1,309,200	J. & J.	Jan. '81	Profile and Franconia 100	— & —	Annual	Nov. '80				
East Mahanoy 100	392,950	J. & J.	Jan. '81	Providence & Worcester 100	2,000,000	J. & J.	Jan. '81				
East Tenn. Va. & Ga. 100	1,989,274	— & —	Oct. '80	Republican Valley 100	853,000	quarterly	Feb. '80				
Eastern (Mass.) 100	4,997,000	J. & J.	July '78	Rensselaer & Saratoga 100	6,000,000	J. & J.	Jan. '81				
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80	Rhode Island & Mass. 100	175,575	— & —	Jan. '81				
Eel River 100	3,000,000	— & —	— & —	Richmond & Petersb. 100	1,005,000	J. & J.	Jan. '81				
Elmira, Jef. & Canand 50	500,000	Sept.	Sept. '80	Roch. & Genesee Val. 100	556,200	J. & J.	Jan. '79				
Elmira & Williamsport 50	500,000	M. & N.	Nov. '80	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '78				
" pref. 50	500,000	J. & J.	Jan. '81	Rutland preferred 100	4,185,700	F. & A.	Feb. '78				
Erie and Pittsburgh 50	1,090,250	quarterly	Sept. '80	St. L. Alt. & T. Haute 100	2,300,000	— & —	— & —				
Fitchburg 100	4,500,000	J. and J.	Jan. '81	" pref. 100	2,464,400	F. & A.	Feb. '81				
Frankfort and Kokomo 100	600,000	— & —	— & —	St. L. 1. Mt. & South'n 100	14,248,950	F. & A.	Feb. '78				
Georgia 100	4,200,000	J. and J.	Jan. '81	Salem and Lowell 100	2,438,584	M. & S.	Sep. '78				
Hannibal & St. Jo. pref. 100	5,183,024	F. & A.	Feb. '81	Schuylkill Valley 50	7,605,050	J. & J.	Jan. '81				
Harrisburg & Lancaster 50	1,182,500	J. & J.	Jan. '81	Seaboard and Roanoke 100	1,151,450	M. & N.	Nov. '80				
Housatonic, pref. 100	1,180,000	quarterly	Apr. '81	Shamokin V. & Potomac 50	869,450	F. & A.	Aug. '80				
Illinois Central 100	39,000,000	M. & S.	Mar. '81	Shore Line 100	995,800	J. & J.</					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl. C. Rapids & Nor.:	184,316	165,170	188,325	141,653	149,504	153,375	143,432	160,160	170,804	204,991	189,330	193,068	2,053,131
1879.....	184,316	165,170	188,325	141,653	149,504	153,375	143,432	160,160	170,804	204,991	189,330	193,068	2,053,131
1880.....	167,750	124,510											
1881.....	167,750	124,510											
Central Pacific:													
1879.....	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000										
Chicago and Alton:													
1879.....	343,737	307,981	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	559,014	5,755,677
1880.....	534,654	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	788,199	695,776	543,723	7,687,226
1881.....	487,890	461,641											
Chicago and Northwestern:													
1879.....	1,008,321	889,633	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,588,476	1,325,895	16,098,379
1880.....	1,164,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,329	19,423,684
1881.....	1,222,250	957,300	1,162,000										
Chicago, Burl. & Quincy:													
1879.....	1,106,099	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880.....	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,311,890
1881.....													
Chicago, Mil. & St. Paul:													
1879.....	764,399	738,749	900,675	871,000	1,135,000	1,038,000	1,026,030	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1880.....	991,000	683,000	917,000										
1881.....													
Chicago, St. Paul, Minn. & Omaha:													
1879.....	105,405	92,044											
1880.....	128,555	101,965											
1881.....													
Cin. Ind., St. L. and Chicago:													
1879.....	155,697	172,541											
1880.....	171,466	160,981											
1881.....													
Clev., Col., Cin. & Ind.:													
1879.....	392,632	375											

COUNTERFEIT NOTE LIST.

1s. Boston, Mass. National Eagle Letter A, July 1, 1865.
(Photographed.)

2s. Kinderhook, N. Y. National Union Letter A, July 1, 1865.
Lindbergh, N. Y. National Union " " " " " "
Newport, R. I. Nat. Bank of Rhode Island. " A, Nov. 1, 1865.
New York, N. Y. Ninth " A, Jan. 2, 1865.
New York, N. Y. Marine " " " " " "
New York, N. Y. Market " " " " " "
New York, N. Y. St. Nicholas " " " " " "
Peekskill, N. Y. Westchester County " A, Aug. 15, 1865.
Philadelphia, Pa. Sixth " A, July 1, 1865.

5s. Amsterdam, N. Y. Manufacturers' Letter B, April 15, 1875.
Aurora, Ill. First " A, Nov. 2, 1863.
Boston, Mass. Globe (Photographed) " C. " "
Boston, Mass. Pacific (Photographed) " B, Series, 1875.
Canton, Ill. First " A, May 21, 1864.
Castleton, N. Y. National Bank of Castleton. " D, March 10, 1865.
Cecil, Ill. First " A, May 10, 1865.
Chicago, Ill. First " " " " " "
Chicago, Ill. Central " " " " " "
Chicago, Ill. Merchants' " " " " " "
Chicago, Ill. Traders' " " " " " "
Chicago, Ill. German " A, March 10, 1865.
Chicago, Ill. Union " " " " " "
Dedham, Mass. Dedham (Photographed) " B, Series 1875.
Fall River, Mass. Pocasset (Photographed) " C, Jan. 2, 1865.
Galena, Ill. First " A, May 10, 1865.
Hanover, Pa. First " D, Feb. 20, 1864.
Jackson, Mich. People's " D, Oct. 2, 1865.
Jewett City, Conn. Jewett City " B, Sept. 1, 1865.
Montpelier, Vt. Montpelier (Photographed) " A, Series 1875.
New Bedford, Mass. Merchants' " C, Feb. 14, 1865.
Northampton, Mass. First " C, May 2, 1865.
Paxton, Ill. First " A, Oct. 20, 1871.
Pawling, N. Y. National Bank of Pawling. " A, July 20, 1865.
Peru, Ill. First " A, June 2, 1864.
Rome, N. Y. Fort Stanwix " B, Sept. 1, 1865.
Southbridge, Mass. Southbridge (Photographed) " B, May 10, 1875.
Tamaqua, Pa. First " B, July 1, 1865.
Troy, N. Y. National State Bank. " A, May 10, 1865.
Virginia, Ill. Farmers' " " " " " "
Westfield, Mass. Hampden " C & D, Aug. 1, '65.

Bank No. Treasury No.
Osage, Iowa. Osage National Bank. 1,751 to 2,200 560,956 to 561,407
Pontiac, Ill. Nat. Bank of Pontiac. 741 to 765 252,111 to 252,135

10s. Albany, N. Y. Albany City Letter A, July 20, 1865.
Auburn, N. Y. Auburn City " A, July 20, 1865.
Buffalo, N. Y. Farmers and Manufacturers " A, Aug. 1, 1865.
Lafayette, Ind. Lafayette " A, Dec. 23, 1874.
Lockport, N. Y. First " A, Feb. 20, 1865.
Muncie, Ind. Muncie " A, Feb. 14, 1865.
Newburgh, N. Y. Highland " A, July 1, 1865.
New York, N. Y. American " A, May 12, 1865.
New York, N. Y. Marine " A, July 1, 1865.
New York, N. Y. Market " " " " " "
New York, N. Y. Mechanics' " " " " " "
New York, N. Y. Nat. Bank of Commerce. " " " " " "
New York, N. Y. Nat. Bank State of N. Y. " " " " " "
Philadelphia, Pa. First " B, Feb. 20, 1864.
Philadelphia, Pa. Third " " " " " "
Poughkeepsie, N. Y. First " A, Aug. 1, 1865.
Poughkeepsie, N. Y. City " A, July 4, 1865.
Poughkeepsie, N. Y. Farmers and Manufacturers " A, Aug. 1, 1865.
Red Hook, N. Y. First " A, Feb. 20, 1865.
Richmond, Ind. Richmond " A, March 15, 1873.
Rochester, N. Y. Flour City " A, July 1, 1865.
Rome, N. Y. Central " A, May 12, 1865.
Syracuse, N. Y. Syracuse " A, Aug. 1, 1865.
Troy, N. Y. Mutual " A, May 10, 1865.
Waterford, N. Y. Saratoga County " A, July 1, 1865.
Watkins, N. Y. Watkins " A, Aug. 1, 1865.

Bank No. Treasury No.
Albany, N. Y. Merchants' 759 to 766 45,195 to 45,202
Barre, Vermont. Nat. Bk of Barre 911 to 936 932,805 to 932,830
Boston, Mass. Nat. H. & Leather 11,919 to 11,972 22,900 to 22,953
New York City. Third Nat. Bank. 9,414 to 9,428 644,416 to 644,430

20s. Indianapolis Ind. First Letter A, Nov. 2, 1863.
New York, N. Y. First " B, July 19, 1865.
New York, N. Y. Market " B, Jan. 19, 1865.
New York, N. Y. Merchants' " B, July 19, 1865.
New York, N. Y. Nat. Bank of Commerce. " " " " " "
New York, N. Y. Nat. Shoe & Leather " " " " " "
New York, N. Y. Tradesmen's " B.

Philadelphia, Pa. Fourth Letter A, March 7, 1864.
Portland, Conn. First " A, May 10, 1865.
Utica, N. Y. City " B, Aug. 19, 1865.
Utica, N. Y. Oneida " " " " " "
Bank No. Treasury No.
Albany, N. Y. Merchants' 759 to 766 45,195 to 45,202
Barre, Vermont. Nat. Bk of Barre 911 to 936 932,805 to 932,830
Boston, Mass. Nat. H. & Leather 11,919 to 11,972 22,900 to 22,953
New York City. Third Nat. Bank. 9,414 to 9,428 644,416 to 644,430

50s. Buffalo, N. Y. Third Letter A, March 10, 1865.
New York, N. Y. Central " A, April 15, 1864.
New York, N. Y. Union " A, April 15, 1864.
New York, N. Y. Nat. Broadway " A & C, Jan. 10, 1865.
New York, N. Y. Nat. Bank of Commerce. " " " " " "
New York, N. Y. Tradesmen's " A & D, April 20, '65.
Bank No. Treasury No.
Jersey City, N. J. First National Bank. 671 to 750 19,609 to 19,683
Lynn, Mass. National City Bank. 121 to 150 64,797 to 66,825

100s. Baltimore, Md. National Exchange Letter. " "
Boston, Mass. First " A, Feb. 2, 1864.
Boston, Mass. Nat. Revere. " A, July 20, 1865.
Cincinnati, Ohio. Ohio " A, Dec. 23, 1864.
New York, N. Y. Central " A, April 15, 1864.
New Bedford, Mass. Merchants' " A, Feb. 14, 1865.
Pittsburg, Pa. Nat. Bk of Commerce. " A, Series 1875.
Pittsfield, Mass. Pittsfield " A, July 20, 1865.
Wilkesbarre, Pa. Second " A, Nov. 2, 1863.
Bank No. Treasury No.
Jersey City, N. J. First National Bank. 671 to 750 19,609 to 19,683
Lynn, Mass. National City Bank. 121 to 150 64,797 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."
‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.
1s Portrait of Chase, act July 11, 1862, dated Aug. 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1863. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.)
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.
The following is a list of banks having plates bearing check letters other than A, B, C, D:
5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2279; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s First National Bank, Hoboken, N. J.
20s Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E.

NEW ISSUE OF U. S. TREASURY NOTES
NOT COUNTERFEITED.
1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamin Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.
* Only notes of the new issue counterfeited.

The Washington (Dt. of Columbia) Belt Line Railway extension to the bureau of printing and engraving, and along Fourteenth street to Pennsylvania avenue, will be begun before the close of the present month. The work on extending that road by Eleventh street to the river front, to make a junction with the Anacostia and Potomac Road, will be completed before midsummer.

The great Corliss engine, which was on exhibition at the Philadelphia centennial, and taken to the new town of Pullman, a few miles south of Chicago, on thirty-five cars has been placed in the Pullman Palace Car Company's works. It is to be kept constantly in motion, and will furnish power for the entire works.

The Ontario Silver Mining Company advertises its sixty sixth dividend of 50 cents per share, payable April 15, at Wells, Fargo & Co. Transfers will close April 9. The payment of this dividend will make the sum of \$3,350,000 divided among the company's stockholders.

OFFICE OF THE ONTARIO SILVER MINING Co.,
No. 18 WALL ST., NEW YORK, April 5, 1881.
DIVIDEND NO. 66.

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst.

Transfer-books close on the 9th inst.
H. B. PARSONS, Assistant Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND OF TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

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Kelley's Patent Turn-Tables and Centers for Wooden Turn-Tables,
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FOR 1881-2.
TO BE PUBLISHED IN NOVEMBER, 1881,
Price \$5.00.

MR. LOVELL, at the request of several Merchants and others of the Province of Ontario, of the City of Montreal, &c., begs to announce that his firm will publish a PROVINCE OF ONTARIO DIRECTORY, in November next containing an

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Classified Business Directory

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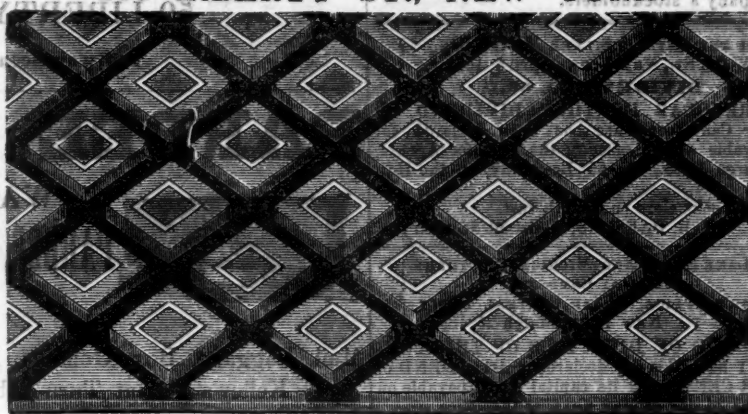
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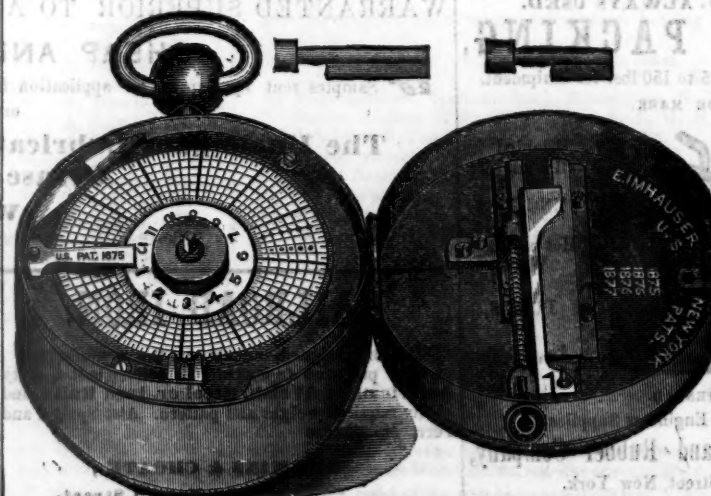
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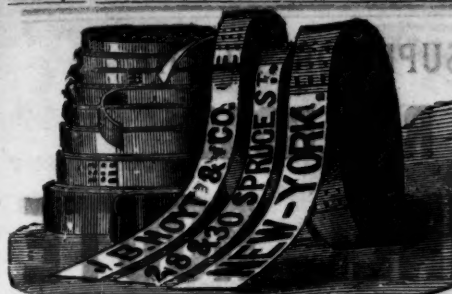
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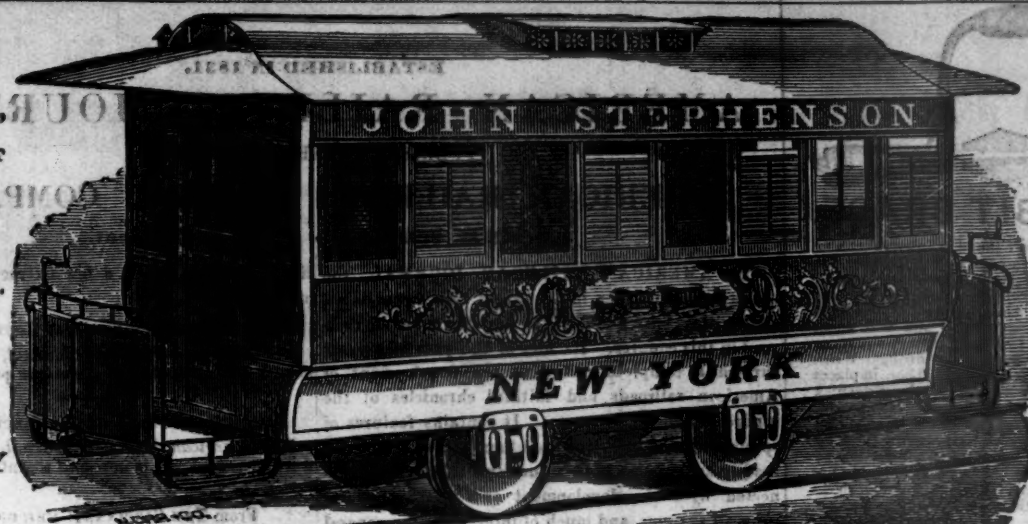
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